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The Hongkong Telegraph.

(ESTABLISHED 1881)

EDISON LAMPS



FROM ELECTRICAL DEALERS

68966 式拜禮 號四十月十英港香 TUESDAY, OCTOBER 14, 1919. 日壹廿月八

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REUTER'S TELEGRAMS.

THE RUSSIAN SITUATION.

LETTS DETERMINED TO HOLD RIGA.

Copenhagen, October 12.

The Lett Press Bureau publishes a message from Riga dated the 10th inst. saying that under strong pressure by superior German forces, Lett troops abandoned the left bank of the Dvina. The enemy is now in the suburbs, but the Letts hold the right bank of the Dvina. Estonian armoured trains arrived at night to assist the Letts, who are determined to do their utmost to hold Riga until the arrival of reinforcements.

BALTIC SHIPPING EMBARGOES.

Berlin, October 11.

According to the *Stettin Abend Post*, a telegram from London has reached the German Government, having been retransmitted by the Baltic Port Authorities, informing that owing to the attack on Riga, free passage permits to German ships in the Baltic are provisionally withdrawn. All ships now in the Baltic must be recalled and no other ships will be permitted to put to sea. All vessels encountered in the Baltic are liable to seizure.

GERMANS BOMBARDING RIGA.

Stockholm, October 11.

An Estonian communique reports that the Lettish Government has left Riga and gone to the station at Rodenpols. Lettish troops retired across the Dvina and blew up the bridges, taking up their position at the bridgeheads. Artillery and machine-gun fire is now going on between the Lett and German troops. The latter are bombarding Riga with artillery and aeroplanes.

BERMONDT A TRAITOR.

Stockholm, October 12.

General Judenitch, in an Order of the Day, has declared Colonel Bermond a traitor and expelled him from the Army.

LENIN'S ASSASSINATION DENIED.

Helsingfors, October 12.

A message from Reval says the report that M. Lenin has been assassinated is denied, but it is stated that he has lost all influence and has been imprisoned by his colleagues lest he try to flee from the country.

THE OMSK GOVERNMENT.

Paris, October 12.

General Judenitch has officially recognised the Omsk Government.

GERMAN MINE-SWEEPERS RECALLED.

Copenhagen, October 12.

A message from Berlin semi-officially confirms the *Stettin Abend Post* telegram, cabled earlier. It appears that the telegram from London was sent by the Inter-Allied Naval Commission, which also ordered the recall of the German mine-sweepers.

OTHER ITEMS.

Berlin, October 12.

The *Lokal Anzeiger's* correspondent at Mitau says many Lettish troops have joined Colonel Bermond. A telegram from Koenigsberg says strong Estonian columns are marching from Segewald to Riga. The *Lokal Anzeiger* learns that the British Fleet has departed from Riga.

U. S. AERIAL DERBY.

New York, October 11.

In the Trans-Continental Aerial Derby, Lieutenant Maynard was the first to arrive at San Francisco from Mineola. It is unofficially estimated that the actual flying time was 2,701 miles in 1,492 minutes and 55 1/2 seconds. Major Spatz and Lieutenant Kiel have arrived at Mineola from San Francisco, being the first east-bound fliers to complete the flight.

BOLSHEVIKS ARREST JEWS.

London, October 12.

Reuter is informed that the Zionist Executive Committee in Petrograd and other prominent Zionists were recently arrested by the Bolsheviki on account of Entente sympathies.

JELICOE REACHES FUJI ISLANDS.

Suva, October 6.

Admiral Jellicoe has arrived. He was met by a fleet of sailing canoes and welcomed by native chiefs. Admiral Jellicoe, in a speech, suggested that Suva would probably be the Pacific naval base.

REUTER'S TELEGRAMS.

THE PRINCE OF WALES.

HIS INTEREST IN WESTERN CANADA.

Winnipeg, October 12.

The Prince of Wales luncheoned with the leading citizens and also representatives from Edmonton, Saskatoon, Calgary, Vancouver and other cities he has visited during his tour.

A speech was made by the Prince who announced, amid vociferous cheers, that he was arranging to purchase a small ranch in Alberta, with a view to having a home of his own in the West. He hoped, incidentally, to help a few ex-Servicemen by employing them thereon. The atmosphere of Western Canada appealed to him intensely and he would return to the old country realizing that the Western provinces were going to play a most important part in the future of the British Empire. The line the development of Western Canadians took would influence the future destinies of the British Commonwealth enormously.

The luncheon completes the official portion of the Western Canadian tour, where, as the Lieut.-Governor said to-day, honny Prince Edward has won all hearts. His Highness now proceeds to the great clay belt to visit the silver mines at Cobalt. After this he is returning to the manufacturing districts of Ontario.

ALLIED NOTE TO ROMANIA.

Paris, October 11.

The Allied Note to Rumania is moderate and conciliatory. It reviews the points whereon Rumania disagrees with the Entente, and explains the reasons for the insertion in the Treaty of clauses relating to minorities. It provides that the Special Commission, which was appointed to-day, shall examine the Rumanian requisitions in Hungary and declares that the Allies do not consider that the Friedrich Government represents the will of the Hungarian nation. It also emphasises the inconveniences arising owing to the Rumanians not signing the Austrian Treaty.

AUSTRALIA'S BUDGET.

A HUGE WAR EXPENDITURE.

Melbourne, October 8.

In the Federal House of Representatives, Mr. Poynton, in introducing the budget, said that revenue for 1918-9 was \$44,750,000, and the expenditure was \$45,000,000. The war expenditure totalled \$311,500,000 and the estimated deficit for 1919-20 was \$3,250,000. The Public Debt of the Commonwealth and various States was \$708,000,000. There was no new taxation, but Old Age and Invalid Pensions would be increased from 12s. 6d. to 15s. weekly. The Government's shipping programme provided for twenty steamers of 6,000 tons, of which three had been launched; four vessels of 3,000 tons, all of which were being built; and five steamers of 12,000 tons to be constructed in England. The net earnings of the Commonwealth Line were \$3,500,000.

FRANCE AND GERMANY.

Paris, October 12.

In the Senate, during the course of discussion on the Peace Treaty, M. Clemenceau emphasised the necessity for vigilance. He tributed Britain's efforts to make nations free (cheers) and declared that he feared German economic domination more than military domination. Germany had no longer the organisation or means of action. Guns and fortresses had been granted to Germany in the East because it was to Germany's interest to defend herself. It is not to France's interest to see a Bolshevik Germany. France had nothing to fear from Germany.

PARIS TO MELBOURNE.

FRENCH AVIATOR STARTS FLIGHT.

Issy les Moulineaux, Oct. 12.

The aviator, M. Poulet, started at 8.15 this morning, for Geneva, on the first stage of the Paris to Melbourne flight.

RUMANIANS EVACUATE HUNGARY.

Buda Pest, October 12.

The Rumanian military authorities announce that the Rumanian troops have evacuated Hungary, west of the Danube, without disorder.

AUSTRIA'S FAILING FOOD SUPPLY.

Vienna, October 12.

In the National Assembly, the Food Minister declared that the danger of collapse of the food supply was imminent.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STRAITS NEW GOVERNOR.

Singapore, October 13.

Two or three of the Malayan papers comment unfavourably on the appointment of the new Governor, Sir Laurence Guillemard.

MUNITIONS FOR CHINA.

Singapore, October 13.

The s.s. Nippon, an ex-German ship which was handed over to the Allies in Europe and is now under Italian control, arrived here on Saturday from Spezia, Italy. She has left for China ports and is carrying arms and ammunition.

THE SHANGHAI DEPARTMENT STORES.

Shanghai, October 13.

Students here demand that the Wing On and Sincere Companies cease the sale of Japanese goods. Both managers on being interviewed insist that they are not selling them. The Wing On representative has been recalled from Kobe. Both state that they are in sympathy with the student's movements. The Sincere Company is awaiting instructions from Hongkong to close its Kobe office.

DISASTROUS SHANGHAI FIRE.

Shanghai, October 13.

Five hundred people are homeless and seventy houses have been destroyed by a fire in the Chinese city to-night.

PLAGUE RATS IN LONDON.

INVASION OF CITY STORES.

From time to time the public have been warned concerning the dangers that confront the country owing to the increasing numbers of rats.

In an interview given to the *Daily Chronicle* by Mr. M. A. C. Hinton, the leading British authority on rats, new and sensational light is thrown on the subject.

"Rats," said Mr. Hinton, "are of two kinds, brown and black. Since, by the by, most of the latter are brown, while many of the former are black, one must not hope to distinguish them by hue. They are, however, quite distinct in other respects."

"The brown rat weighs between 14ozs. and 17ozs., is clumsy, shy, a burrower, and the familiar species of town and country. The black rat seldom weighs more than 8oz., is graceful, a climber, has a long tail, and is the species that travels in ships, lives in great multitudes in India, and has been responsible for the terrible outbreaks of plague, not only in warm countries, but also in Western Europe."

"The black rat came over to Britain with the Crusaders, but was largely killed out by the more formidable brown rat, which arrived early in the 18th century. We had in fact, got rid of the greater rat peril, but it has just returned, largely in consequence of measures that we have taken against the lesser rat danger."

In London, and particularly in the City, we have adopted concrete floors to keep away the burrowing, shy species, and restaurant kitchens, with the same object, have been put at the house-top instead of in the basement. All this has suited the climbing, plague-carrying variety, which, by the by, is the greater danger to man because it is not greatly afraid of him.

"No doubt the first specimens came off a ship, and from one City roof these expert climbers would have had no difficulty in making their way to others. Their rapid and general distribution could not probably have occurred but for one factor—means of communication. They have been crawling along the overhead telegraph cables (policemen have lately seen them doing so), and thus have had the range of all London's upstairs food supplies."

"What do you propose?" "Those cables," replied Mr. Hinton, "must at once be made 'rat-proof.' The need is the more urgent as plague is frequently detected among ships' rats that arrive in British ports. Remember, rat fleas feed on the blood of infected rats."

"Besides infesting horses, dogs and pigs, rat fleas often migrate to man."

"A single germ," the naturalist mentioned in conclusion, "will suffice to infect a man with plague."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s/2 11/16d.

THE WEATHER.

Forecast:—Fine. Barometer—29.96. Temperature 2 p.m.—70. Humidity 2 p.m.—82.

DAY BY DAY.

The St. John Ambulance Brigade aquatic sports are to be held at the V.R.C. on Saturday next. There are 15 events, one of which is a 100 Yards Race open to members of the naval and military forces.

The American Consul General has received instructions from the Department of State indicating that hereafter American citizens returning to the United States and bearing passports issued or renewed within six months will not be required by the United States Government to have such passports verified by Consular officers.

A boy, 16 years of age, was to-day charged before Mr. N. L. Smith with picking the pocket of a man. The complainant said that whilst he was walking near the Central Market yesterday afternoon defendant tried to pick his pocket. He caught him in the act. Mr. Smith sentenced defendant to six weeks' hard labour, and to receive 10 strokes of the birch, as he had a previous conviction.

The Bazaar Committee of the Society of St. Vincent de Paul has decided to hold the Society's annual bazaar on December 7th. Preparations are now in progress to make this year's bazaar a record success, and the Committee hopes that those generous patrons who have assisted so liberally on former occasions by financial help and by the provision of prizes will continue to extend their kind patronage to this year's bazaar.

At the Police Court to-day a Chinese was charged before Mr. N. L. Smith with snatching a bangle from a small baby. The mother of the child was carrying the baby, walking along Queen's Road West, when defendant came along and snatched the bangle from its wrist. The mother gave the alarm and defendant was arrested. Mr. Smith sentenced him to three months' hard labour, 10 strokes of the birch and four hours' stocks.

A handsome contribution to the Fryatt Memorial Fund has been received by the honorary secretary, Lieutenant T. W. Moore, R.N.R., in the shape of a remittance for £1,000, contributed by Messrs. Mackenzie & Co., Ltd., Shanghai, and forwarded by them through the medium of Captain L. D'Oliveira, secretary of the China Coast Officers' Guild. In their letter accompanying the gift, Messrs. Mackenzie say they are desirous of showing in a material way their appreciation of the fine work of the British Mercantile Marine during the war. There being great demands on the fund, any further contributions would be gratefully received by Lieutenant Moore, The Arcade, Liverpool.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

THURSDAY, OCTOBER 16.

Harbour Swim—5 p.m.

FRIDAY, OCTOBER 17.

Indo-China S. N. Co.—Shareholders' meeting—noon.

SATURDAY, OCTOBER 18.

M.O.L. Bazaar—Government House—2 to 7 p.m.

Winnipeg & Ltd.—Shareholders' meeting—11.30 p.m.



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MEDICINE.

SIR JAMES MACKENZIE'S VIEW.

Sir James Mackenzie's position in the medical world is so exceptional that his views on the future of the profession are certain to be very widely canvassed. Beginning life as a general practitioner in an industrial town in the north, he came to be the founder of a new school of heart medicine; his name and his writings are known in every civilised country.

The secret of this success is to be found in the circumstance he learned his medicine in the school of life. He came, while yet a young man, to a very practical sphere; his patients, for the most part hard-working men and women, demanded practical advice and practical treatment. He had to solve the problems presented to him as a practical man. As a result, his observations were made with the object of affording help in immediate tasks; his deductions were founded, not upon expectation and theory, but upon experience. They were quickly subjected to the test of life; errors and omissions were apt to rise up and declare themselves.

This work, so rich in scientific achievement, brought home to him the truth that the chief end of medical knowledge, so far as it relates to the patient, is the prognosis. But it soon became evident that medical education as at present conducted, is not likely to lead the student to the knowledge essential to correct interpretation of symptoms. The wards in the great hospitals where the student attends his classes are given over for the most part to the study of chronic and established disease. The early signs of disease are not found and so cannot be studied there. Where these early signs are to be met with, in the out-patient departments, only the junior teachers labour.

This circumstance, perhaps more than any other has prompted Sir James Mackenzie to write the present book—"The Future of Medicine." Oxford Medical Publications. The book is really a plea, for the practical and the immediate, as opposed to the academic. It is the demand of one of the greatest of general practitioners that the fundamental shall be placed before the merely occasional and that the object of all practice, the treatment of the patient, shall be made once again the cornerstone of the edifice.

Sir James sees in modern specialism a great danger—the spirit is lost in a mass of small enterprises. All the modern

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laboratory methods, all the elaborate instrumental helps to diagnosis, are, in the last resort, but extensions of the special senses of the trained observer. Yet because the teacher has become academic and dissociated from life, he has too often allowed the laboratory and the instrument to become ends in themselves and, in his delight in mere "tricks," has overlooked the great necessities of his practice. The student is bewildered. He has the idea that medicine, in its vast complication, is beyond his powers of apprehension. He sees the trees, but cannot visualize the forest. He loses heart or becomes a mere hack ready to pander to popular prejudices.

Sir James pleads, therefore, for a revaluation. We must get back to essentials. We must perceive the aim of our craft. We must not be stampeded by the "miracles" of a science that would unsettle our purpose. Medical education must begin with the patient's symptoms as soon as these declare themselves; it must comprehend the meaning of these symptoms, how they are produced, why they are produced, what they signify. It must follow the history of these symptoms and relate them to other symptoms. It must look below the symptoms to their deeper causes. In this way the first signs of disease will be known and prevention and cure be facilitated. The student will possess rather than be possessed of his medical education. He will learn, as it were, within sound of the guns. The general practitioner will take his place as a research worker and the vast fields of knowledge in general practice be brought at last under cultivation.

COULD NOT LEARN TO READ.

Although about 25 years of age, a man called as a witness at Greenwich Police Court was unable to read the oath. Mr. Diney, the magistrate, expressed surprise, and asked him where he went to school. He said he was on a training ship, and they could not teach him to read.

GENERAL NEW.

"BUCK PAL."

You may have several guesses without getting the right meaning of the above heading. The words appeared in a letter to a friend written by a girl war-worker, and were used in reference to her attendance, for the first time in her life, at a Royal garden party at Buckingham Palace. She said, "I will tell you all about it later, but I enjoyed myself very much at Buck Pal." How quickly familiarity breeds contempt!

A SCARCITY OF HALFPENCE.

The coin which Mr. Mantalini "demnd" has assumed a position of importance. Every At Home seems to be short of halfpennies. In a tobaccoist's shop recently the proprietress, seeing that a customer had some halfpennies in his hand, begged for them in exchange for pennies. She explained that the prices of nearly all tobaccos and packets of cigarettes now contain an odd halfpenny, and she was at her wits' end to find change. Are other trades suffering in the same way?

SHADES OF WHITE.

Is the Vicar of St. Matthew's, Ealing, asks a writer, justified in using the expression, "a warm shade of white," as he is reported to have done in an appeal for redecoration funds. Scientifically there may be only one white, but commercially there are many. A linen handkerchief and a sheet of writing paper are white until compared with "new laid" snow, which at present holds the record for whiteness. Probably the warmest shade of white may be claimed by a sunbeam, but then, again, can a ray of light be a shade?

"GENTLEMAN" DEFINED.

Asked to define a lady, gentleman, man, and woman, Norwich school children have given some amusing replies. Here is a summary of a few of the answers:—Woman:—Is a washerman. Is a lady with a family. The persons whom we call women are people who gossip when their day's work is done. A female who does her own cooking, washing, and dirty housework and has very little money to spare. Lady:—One who is rich and can be extravagant with her money, and has a large house, and also a big piece of garden. A mother who has only one or two children and a good husband. Man:—An ordinary slave and servant. A poor woman's husband who does a lot of hard work. A husband who is not well off. Gentleman:—Sometimes a clerk, who does not do much work. Is similar to a lady and can afford to pay guineas for Panama hats.

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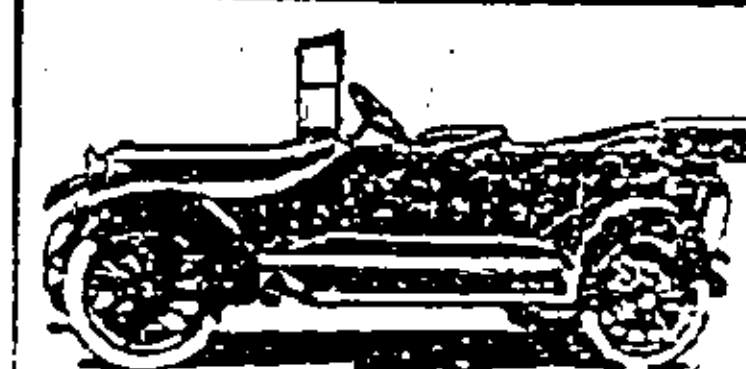
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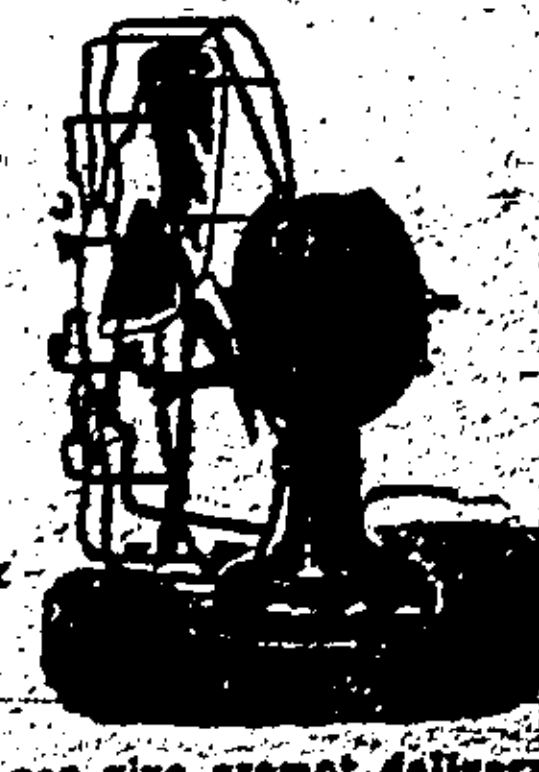
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MALARIA IN ENGLAND.

TWO DEATHS EXPLAINED.

Many months ago it was pointed out in the *Times* that the regulations making malaria, trench fever, dysentery, and other diseases notifiable must fail to achieve their purpose unless at the same time some instruction in the symptoms and signs of these diseases was given to the general practitioners of the country. The correctness of this view is shown now by the fact that two persons have died recently from malaria without that disease having been recognised until a post-mortem examination was made. This is unfortunate. In the leading columns of the *Lancet* for this week it is stated:—

"The Ministry of Health are frequently asked to assist in ascertaining the nature of obscure cases of illness in which a fatal issue has occurred. The Ministry are advised that in this country a death from acute malaria would be an exceedingly rare event if all medical practitioners adopted the diagnostic rule that in every case of obscure illness in a demobilized soldier or other person who has served overseas a blood film, taken early in the illness, should be examined."

Arrangements have been made for examining these blood films at the Ministry free of charge. The method of taking the film is given in a memorandum entitled "Suggestions for the Care of Malaria Patients," of which a copy has been supplied to all registered medical practitioners in England and Wales. Further, Sir George Newman, Chief Medical Officer to the Ministry, takes the opportunity to state his view that there is a possibility that cases regarded as "heat stroke" may in reality be due to malaria.

While the Ministry is thus doing something to enlighten the doctors, there would seem to be room for improvement. It is the experience of most physicians who have handled malaria cases that blood films, however well made, are apt occasionally to be misleading. For example, if the patient has been given quinine *P. Vivax*, the malarial parasite, will not, in all probability, be found. A positive statement, "No malarial parasites found," will at once put the general practitioner off the scent unless he happens to know about the disease.

Consequently it would seem that an educational campaign is still necessary. The Ministry of Pensions has seen this, and, we believe, making efforts in the right direction. Could not a combined effort be made? It is no fault of our doctors that they are not experts in trench and tropical fevers. There are men in the country well qualified to teach them. Meetings could be arranged and help and advice given at very small cost—most doctors would gladly lend their houses for the purpose. The result would repay the trouble, for lives would be saved. There must be hundreds of thousands of cases of trench fever and malaria and dysentery in the country at this moment—very many of them undiagnosed.

REMARKABLE LONGEVITY.

A FAMILY'S RECORD.

The death of Mrs. Arthur Mozley, which occurred recently at Malvern View, Cheltenham, in her 105th year, recalls a notable record of longevity.

Mrs. Mozley was the last survivor of the 11 children of Alfred John Kempe, a noted antiquary who lived from 1784 to 1846, whose mother died as the result of an accident at the age of 90, and whose grandmother passed the century. The eldest of the 11 children was the Rev. John Edward Kempe, who was for 52 years rector of St. James, Piccadilly, and for 46 years a prebendary of St. Paul's and who died in 1907 at the age of 97, leaving another family as distinguished for their promise of longevity as for the eminence they have attained in their professions. The second son, the Rev. A. A. Kempe, was for over 60 years rector of Wexham, and reached his 97th year. Of the antiquary's 11 children, one died in infancy, and the particulars of the other 10 are as follows:—

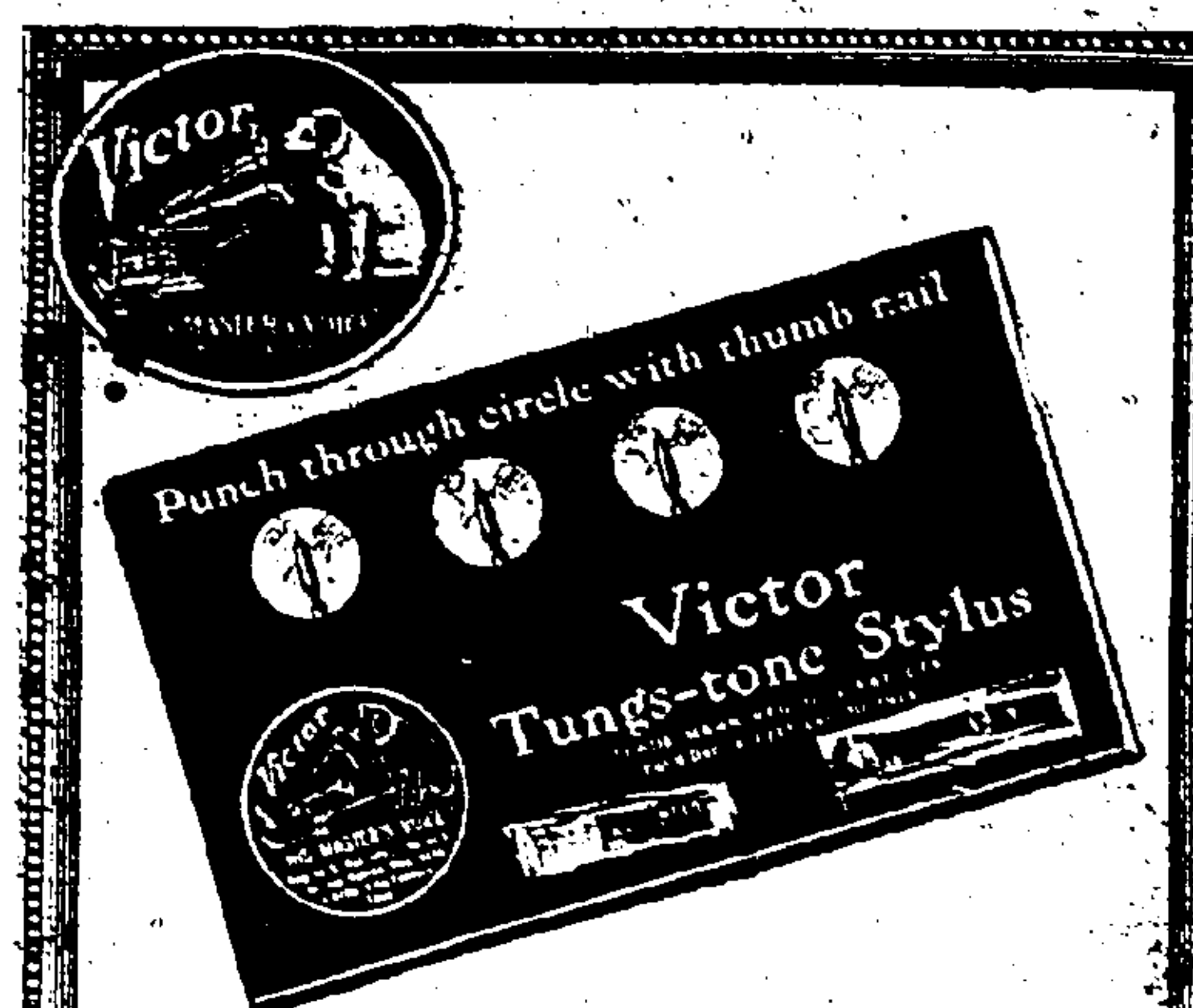
	Age.	Years.	Days.
Rev. John Edward Kempe	97	1	
Miss Mary Anne Kempe	87	326	
Rev. Alfred Arrow Kempe	96	246	
Mrs. Anna Eliza Mozley	104	204	
Mrs. Jemima Frances Martin	94	131	
Mrs. Caroline Wilhelmina Davies	83	121	
Mrs. Adeline Octavia Benson	94	358	
Charles Nicholas Kempe	77	108	
Mrs. Eleanor Brandreth Parish	86	104	
Reginald Carlisle Kempe	85	9	
Total	907	148	

Thus, the average age attained by these 10 brothers and sisters was 90 years and 270 days, five of them reaching an average of above 97 years and the other five nearly 84. In one instance life was cut short by an accident.

Mrs. Mozley married into an equally well-known family. Her husband, the Rev. Arthur Mozley, was ordained at Lichfield in 1743, and held livings in London, Gloucestershire, and Devon, and it was while he was on a visit to Cheltenham in 1892 that he was attacked by a fatal illness. He was on a visit at the time to the oldest of his five brothers, the Rev. Thomas Mozley (1806-1893), the distinguished divine and journalist, who for 30 years was a valued contributor to the *Times*. His first wife was a sister of Cardinal Newman, as was also the wife of his younger brother John. Another brother, James, became Regius Professor of Divinity at Oxford.

Mrs. Mozley had in recent years spent the winter months in bed, not because of illness, but simply as a measure of precaution against cold and climatic changes. For years after she became a centenarian she remained physically well, could read her daily newspaper without the aid of glasses, and took a lively interest in the war. She "did her bit" of war work, too, and one of her most prized possessions was a letter from the Queen thanking her for a parcel of scarves which she had knitted for the troops, and expressing her Majesty's pleasure that at her advanced age Mrs. Mozley was still able to do such good work.

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PRISONERS IN EXILE.

WORK OF THE RED CROSS
IN HOLLAND.

Probably none but the men who came from the depressing influences of the German prison camps last year will appreciate at its true value the work done for the interned prisoners in Holland; but the public who subscribed so generously to Red Cross funds will be glad to have some knowledge of the way in which their money was expended. The work was necessarily an improvisation dependent entirely upon the energy thrown into it by willing helpers, at the head of whom was Mr. Francis Voules, the Commissioner for Holland, but its practical results were of the highest value.

When the interned men were first expected in Holland towards the end of 1917 the reaction of war conditions upon Holland imposed many obstacles to the work. The attitude of the Dutch labour unions was hostile. The labour market was overstocked, and it was not surprising that the first condition laid down was that no prisoner should be provided with employment unless it was clear that Dutch workmen were unavailable. Nevertheless a carpenter's shop was soon started, which from the first paid its way, and also trained a large body of skilled men. In other trades it was found possible to avoid competition with the Dutch workman. For instance, the tailors' and bootmakers' shops at the Hague received the uniforms and Army boots from England intended for the use of the prisoners themselves, and it was their duty to fit and repair them. They carried out the whole of this work for the 5,000 or more men interned in Holland up to the date of the Armistice.

As the scheme developed many other trades were included. Their variety was such that it would have been almost hopeless to obtain instructors had not the officers and men as they arrived from Germany eagerly offered the help of their professional skill. Efficient motor mechanics came forward to man an instructional school, there were 130 men in a telegraphy school, there was a leather workshop making leather cases and bags, an agricultural department, which, it is true, was handicapped by the Dutch trade union difficulty, but achieved useful instructional work, a bicycle shop doing repairs, and a legal department to continue the education of law students and to give legal advice to the British prisoners. Besides these activities were the purely educational courses, giving instruction in many languages and in commercial subjects.

The Armistice naturally put an end to this valuable work, and the energies of the Commission were turned into a new channel. It was given the entire charge of the food supplies of the men returning from Germany, and it was also able to shorten the delays in repatriation. A measure of the work done in this direction is suggested by the fact that there were 65,000 prisoners repatriated through Holland from Germany after the signing of the Armistice.

During the present year the Commission has turned its attention to the Russian prisoners in Germany. They were in a hopelessly demoralized state. Of those who had returned to Russia, thousands had perished by the way, and officers who refused to join the Bolsheviks were shot by hundreds; while those who remained behind were starving, and Germany could offer no more food. In these circumstances it was suggested that the supplies available should be distributed among the famishing Russians near the Dutch frontier. This was arranged, and the Commission was shortly providing for the wants of 45,000 men. Of the effectiveness of this humane work it is sufficient to say that the death-rate, which was 272 last January, fell from the moment that the Red Cross took over and was reduced to 29 for the month of May.

SEPARATED AFTER 35 YEARS. A well-known Manchester manufacturer and property-owner, John Greenwood, was summoned at Denton Police Court recently by his wife for cruelty. Mr. Lees, her solicitor, said they had been married for 35 years. A short time ago a woman, visiting their house at midnight, told Mrs. Greenwood that he had lived with her for a long time. This he denied. Returning home after being away for a week, it is alleged that he beat his wife and threatened to "go for" her. The magistrates granted Mrs. Greenwood a separation order and 45s. a week.

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The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 14, 1919.

KOWLOON HOUSING NEEDS.

In the near future—on the introduction of the Estimates, at the latest—the public of Hongkong should be in possession of the Government proposals for solving, in part at any rate, our biggest problem—that of housing. Since the time when it was first announced that the Government had submitted comprehensive details of its scheme to the Secretary of State, little has been made known regarding the nature or the extent of the plans decided upon. We have been told that the proposals will cover the cases of all who are affected by the present shortage of accommodation, but only in one respect has anything concrete been disclosed. The exception is the proposal to erect a block of flats on Salisbury Road, Kowloon, where, besides the actual rooms, dining facilities will be available for those who wish to be free of the servant problem. This, we understand, does not exhaust the Government's intention, so far as Kowloon concerned, but it is none the less an important and by no means inexpensive item in the general scheme.

It is some months now since the public learned of this "Government hotel" scheme, as it is popularly termed. In the meantime, we have heard some criticism of the idea, and we feel it only right and proper that the nature of this criticism should be stated. It has its basis in the widespread and growing objection, which is held towards the flat system. It is felt that flats are only justified where the scarcity of land is such as to make their erection a necessity; that they are totally out of place in such a locality as Kowloon, where there are acres upon acres of suitable building sites, some even now within easy reach of the ferry wharf and hundreds of others, which could well be served by a motor-bus service. The objection to flats comes from those who have by force of circumstance been compelled to reside in buildings of this type and who know from bitter experience the impossibility of enjoying anything like peace and quietude within them. If the Government does not feel inclined to take our word for this, we commend to some of our higher-placed officials a tour of investigation, extending over a few nights, to some of the localities in Kowloon where these blocks of buildings stand. There is no room for two opinions on the subject—the flat system is bad; and yet the Government, in its new scheme, intends perpetuating that system. As to the cost of the building which the Government intends to erect, we have heard the figure put at a million and a half dollars. If that estimate is approximately correct, we would suggest that, before going any further with the project, the authorities should consider the alternative of devoting the sum to the erection either of convenient semi-detached residences or bungalows. For the sum named, very many such dwellings could be provided, with the assurance that the occupants thereof would be able to live in comfort and in a far more "homely" atmosphere than would ever be possible in a block of flats. By its declared intention, to erect flats on Salisbury Road, the Government has admitted the principle of competing with private enterprise; so, from that standpoint, it would be immaterial whether the provision made were in the form of flats or bungalows.

We do not know what price the Government paid for the site chosen for its "hotel," but, judging from its location, the figure must have been quite a high one; and that, assuredly, will be a factor in fixing the rentals. From the purely financial standpoint, would it not be better for the Government to utilise, under all aspects of its housing scheme in Kowloon, some of the numerous sites which it owns further out, thus keeping down the capital outlay and at the same time enabling it to dispose of the Salisbury Road land at a high price, which, in view of its situation, it would surely fetch? Incidentally, we may mention hearing of private enterprise being prepared to erect a building similar to that contemplated by the Government, on land for which far less per foot was paid than the Salisbury Road plot cost the authorities. If that scheme comes to anything, it might well be that the flats put up by this concern would let at less than the Government's, in which event the Government project would become more or less a white elephant. Besides all this, the site selected will, when Kowloon develops, become one of the busiest centres in Kowloon, and therefore one of the noisiest. We have no idea as to how far the Government flat scheme has progressed, and whether it is still possible to reconsider it. If there is time for second thoughts, we trust that the points we have raised will be taken due note of. One thing we do again assert—Kowloon would be far better served by semi-detached residences or bungalows than by flats. And by the time these are erected on anything like a large scale, no doubt the peninsula will have a good service of motor-buses running, thus bringing the outlying parts of it into easy reach of the harbour.

NOTES & COMMENTS.

TO RETURNED SOLDIERS.

What is happening to all the Hongkong men who have returned to the Colony after serving with the Forces during the Great War? Are they just drifting back to the ease of civilian life and making no effort to perpetuate that common touch of helpful camaraderie they experienced such a little while since when they were clad in khaki? We ask the question in all earnestness. And for this reason. No matter at what period they left; no matter with what Regiment, Corps or Contingent they served, they could not have failed to have added their share to that wonderful exhibition of class-free comradeship which was the outstanding feature of Britain's emergency army. It never can be seriously questioned that that army—although some will smile a little cynically at the thought—was a confraternity wherein all men learned to drop artificiality and allow free play to their natural generosity and affections. The men who have come through are better men for it; that is if they don't slide back to the narrow viewpoints of Hongkong's social puzzle. Unless an effort is made now to preserve to useful purpose that better spirit of "bale fellow, well met," it will assuredly pass to waste. Let there be no misunderstanding. We are not saying that before they went they were insufferable snobs and will become so again, but we do say that they could not help bringing back something in addition to what better than which, if kept alive, could be put to a very fine service.

WHY NOT AN ASSOCIATION?

We will become more concrete. At Home there is a Comrades of the Great War Organisation devoted to its members and their dependents. There are other kindred associations, all having charitable objects, and we notice in Shanghai, Hankow, Singapore and other Far Eastern ports where Englishmen meet, that the men who have come back have gathered in fellowship for some useful purpose. Called by various names—Comrades' Association or United Services League, or anything else—there have been established united bodies having aims that befit the spirit which prompted their establishment. Is Hongkong to be an exception, containing as it does so strong a nucleus for some such organisation? So far as we know, no move in that direction has yet been made and with the passing of time opportunity and cause to act is getting less. It will be very cogently asked "What could such an association do in Hongkong if one were formed?" It might be that it would accomplish no more than the social intercourse of its members, and keep alive the war-time spirit of comradeship. It might take the form of a mutual help society, its subscribed funds being devoted to relieving cases of distress among ex-service men who participated in the war. There need be no great fear that such an association would fail to find worthy activities, but in this connection there is a matter that has been in our minds for some time lately. It concerns the men of the Garrison, and those who are soon to come among us, and has reference to the great social cleavage that has always existed between the civilian and military populations here. Of course, we don't refer to commissioned ranks.

A SUGGESTION AND A HOPE.

We have heard a little from the men who went to India as to what they felt at the attitude of British residents to men in khaki. They were not even allowed in a decent Hotel by way of the front door. It was a case of having to go round to the back, as though they were unfit to mingle with decent people. Thank heaven, it is not quite so bad as that in Hongkong, but it is not so very much better as to leave no room for improvement. Tommy doesn't always want to go and buy a drink, and he doesn't always want to walk about looking at things in shop windows he cannot afford to buy; nor does he always want to go to soldiers' clubs or institutes to play billiards or cards in the chilly atmosphere these places always have, and simply cannot help having, no matter how enthusiastically managed. Tommy is no less a man than other men, and is just as much a social animal, feeling just the same need of social intercourse. But at present he is out of things that tend to make life go sweetly—in a community

DAY BY DAY.

ALL IS WELL, SINCE ALL GROWS BETTER.—Andrew Carnegie.

Mr. G. H. Lowe, acting naval store officer at Chatham, has been ordered to Hongkong for duty.

The health return for Saturday, Sunday and Monday shows three fatal cases of gastro-enteritis, all Chinese.

His Excellency Sir Edward Stubbs paid an inspection visit this morning to the Import and Export offices.

Owing to unavoidable delay, the sailing of the s.s. "Nile" has been postponed to Wednesday, October 15th, at noon.

Mr. C. Bernard Brown, Hongkong, has been elected a Resident Fellow of the Royal Colonial Institute.

A pleasing feature of the Harbour Swim this year is the entrance of a lady competitor. It is hoped this will lead to many ladies participating in the future.

A cable received yesterday by Mr. P. M. Hodgson, hon. secretary of the Hongkong Cricket Club, confirms our special telegram published yesterday that the Shanghai cricketers are not coming to Hongkong.

The following telegram was received by American Consulate General, Hongkong, from the Manila Observatory at 6 p.m. Saturday: Cyclone or Typhoon east of the Southern Visayas or Northern Mindanao, moving W. or W.N.W.

Captain Hubert Lynes, R.N., has retired from the naval service, in which he spent 32 years. He got his captaincy in 1911 when he was commandant of the ship Calmus on the China Station. He was flag captain of the Third Battle Fleet during the late war.

The Hongkong Tramway Company's receipts for the week ended October 11, totalled \$15,899 which is an increase of \$1,655 over the same week last year. For the 41 weeks of the year, the takings total \$604,806, which represents an increase of \$38,466 over the same weeks in 1918.

The book of photographs to be sent to Lady May from the women of the Colony, will be on exhibition at the Helena May Institute until Saturday next, the 18th October. Some more photographs have been added and some further names. This is the last chance of seeing the collection, as on Saturday it is to be packed for the mail on the 21st.

FASHIONS.

To-morrow's issue of the Telegraph will contain a page of fashions and other matter of special interest to our lady readers. It will be illustrated. This we hope to make a regular weekly feature on Wednesdays, replacing our former "Modern Modes" column.

without feeling part of it. He's often thought too low socially to make free with. A moment's examination will prove that to anyone. There are some residents who do think of Tommy and Jack, but they are few. Here's the very chance for returned men. Banded together they could actively co-operate to make our soldiers feel more at home; they could press for the speedy building of our promised Y.M.C.A. where soldier and civilian could meet and mingle; they could, by invitation, take Tommy into their homes and give him a warmer environment than he could ever get by military provision. There are many ways, and we give the above just as indications. Soldiers themselves once, our men back from active service now have civilian freedom and comforts, and, if we judge aright, would welcome the chance to do a little good to those in whose position they once stood. In the hope that something will be done, at least an association formed, we throw open our columns for an expression of views on the subject. What is wanted is for two or three returned men to get together and organise a meeting. The rest, we feel certain, would follow. At any rate the Colony would welcome the expressed thoughts of the returned men themselves.

AN ISLANDER'S DIARY.

[BY "AJAX"]

Good housing is as necessary to-day as good food, good clothing, good drink. Without good housing no individual can be happy and contented, especially if that individual happens to be a married man. This question of housing is of paramount importance, not only to the individual but also to the community. Things in Hongkong have reached such a crisis that we hardly know how to live. Private enterprise has failed in housing the people, and if private enterprise has failed whose business is it to tackle the question? Many will have no hesitation in saying that it is the Government's duty. The Government is the largest holder of land in Hongkong and it is the duty of the Government to relieve the situation.

There is at present considerable agitation among the citizens of Hongkong in consequence of the steps taken by landlords to increase the rents charged for house accommodation. These sudden increases have caused much hardship to persons of small and moderate means. Various causes are ascribed for these sudden rises. It is asserted in some quarters that they are due to the general increase in the level of prices, in other quarters to undue inflation of the price of land and houses, owing to excessive gambling. One cause which has most probably operated is the sudden expansion of trade in recent years, which has caused a demand for accommodation for industrial and household purposes. That is a phenomenon which can be permanently checked by the provision of greatly increased residential accommodation, which it will be one of the first duties of Sir Edward Stubbs to arrange for. In the meantime, steps should be taken in the interests of persons of small and moderate means to see that a limit is set to the increased rents which are now so generally being demanded.

A Controller of Rents is a desideratum under present conditions. With such an officer it would be easy to provide that if a landlord serves a tenant with a notice of enhancement of rent, the tenant should apply to the Controller of Rents on the ground that the increase is unreasonable. The landlord would then be called upon to show cause why the rent should be enhanced and if he fails to do so, the tenant should be entitled to hold on at the present rate. It would no doubt be necessary to draft an Ordinance and to lay down the considerations which would govern the Controller in deciding whether the enhanced demand were equitable or not.

The whole housing question is a question of Dollars and Cents. The safest solution to the question is to persuade the big firms to put up houses for their employees. Firms should build houses for their employees out of their reserves. We have a good example in our Dock Companies, who have constructed terraces for their staffs. The Standard Oil Company have a scheme for housing their whole staff at Lai-chikok. If the Standard Oil Company and the Dock Companies can do this, why cannot the other big firms adopt the same policy? The Banks in Hongkong provide accommodation for their junior staffs who have been brought out from England. With a lakh of dollars a company could put up ten to twelve houses of the type of those of Humphrey's Estate in Kowloon. There are many large employers of labour that could comfortably put up twenty to thirty bungalows or houses for their staffs. If they did that, they would help to make the housing problem in Hongkong less acute. If Whitfield, instead of being preserved for barracks, were thrown open for building sites, the Government could provide quite a big area for housing accommodation. And what about King's Park?

There is room in Hongkong for a co-operative housing society, but this would only be feasible when the Government ceased to exact high rent prices for land. We also want roads. A lot of houses could be erected near Causeway Bay, but the whole trouble is the initial cost of the land. The Government should give land cheap to enable development. For

SNATCHING CASE.

TWO CHINESE CONVICTED.

At the Magistracy to-day, two Chinese were before Mr. R. E. Lindsell, one with stealing a gold bangle from a woman, and the other with receiving it.

The complainant gave evidence that some time after 1 p.m. yesterday she was walking along Queen's Road, when defendant came up from behind and snatched the bangle from her right wrist. She turned around at once, and saw the man running away. She gave chase but could not overtake him, as he ran too fast.

A district watchman gave evidence that at about 1.30 p.m. he was near Queen's Road when he heard the last witness calling out, and he saw the first defendant running away. He gave chase and in Des Voeux Road another district watchman joined in the chase. After a pretty long chase they caught defendant in a lane. He searched the defendant and found nothing on him, and took him to No. 7 Police Station.

The other district watchman said that about 1.30 p.m. yesterday afternoon when he saw the last witness chasing the first defendant, he also gave chase. He caught the defendant and handed him over to the last witness. After this he saw the second defendant holding his hand against his pocket and walking hurriedly. He suspected the man, and caught hold of him, and asked what he had. Defendant said he had nothing. Witness put his hand in the man's pocket and found the gold bangle. He kept hold of the man, and waited for complainant. After two minutes she came up and claimed the bangle as hers. The second defendant said a man by the name of Ho Ping gave the bangle to him.

Ho Ping was produced and he gave evidence that yesterday he saw the first defendant being chased by the district watchman and saw him throw the bangle in the gutter. After the man was arrested he was clearing the gutter where he found the bangle. He kept it in his possession. A number of people were present and they tried to snatch it away from him so he handed the bangle over to the second defendant.

Mr. Lindsell sentenced the first defendant to 12 months' hard labour, 10 strokes of the birch, and four hours' stocks; and he fined the second defendant \$50, or 6 weeks.

instance, I am told that if you go to the Government and ask for a site in Fanling you cannot build more than one house. This, with the high upset price demanded by Government, makes it a prohibitive investment. If the Government displayed a desire to help the public by giving out land cheaply, I am sure private individuals would be too glad to come forward and develop sites. The Building Ordinances could also be relaxed to enable six and eight stories to be erected in certain localities. Some people almost lean to the opinion that with the dearth of land Government should allow the erection of ten-storey houses in areas which are not congested.

It is argued that while the rise in prices might affect houses built at this time, it does not affect houses built years and years ago. This argument a landlord was arguing with me the other day, stands on the false supposition that houses built years and years ago require no repairs and, consequently, no increased cost of repairs is being incurred by the house owners. The rents of houses, the same landlord also argued, must always and will always correspond with the market values of the houses from time to time, and if the cost of building new houses is to be great or owing to the increased values of all building materials, the fact automatically raises the market values of the houses already built. He argued that you could not force a man to sell his goods cheaper than the prevailing market rate because he happens to have purchased the goods when the price thereof was low. Of course, this is the landlord's case.

When are the older members of the Defence Force going to be demobilised? This is a question that is too frequently asked, without eliciting a satisfactory reply. There seems to be no chance of their being disbanded for some time. It may be pertinently asked of what earthly use men over 45 are to the Defence Corps? Are they of

TO-DAY'S MISCELLANY.

Discussing coming uniforms in the dress of the Army, the *Globe* states that in the case of the Highland regiments some reforms will be recommended. In place of the Glengarry the Balmoral bonnet will be used, while as a walking-out jacket the red doublet will be retained. The retention of the feather bonnet has been advised, but one smaller than that in use before the war is suggested. The new headress will resemble the feather bonnet used by Highland regiments at the time of the Crimean War. White spats will be retained (the Gordon Highlanders should note) with white buttons for all the Highland regiments except the 85th and 92nd, who will retain the black buttons which commemorate their services in the Peninsular War.

Does chess play improve? Critics differ, many believing that the masters of the Victorian era would have held their own with the Capablanca or Koshich of to-day. It is certain that the Victorian giants, including the great American Morphy, were far in advance of their predecessors. Take one test only—simultaneous play. The great Philidor astonished the 18th century by playing three games—one seen, two unseen—simultaneously, and winning them all, although if chess history may be trusted, Buzeca, the Saracen, had accomplished the same feat 600 years earlier. But many a chess club can tell how Blackburne has played blindfold, and simultaneously twelve of its best players without losing a single game, and sometimes without even drawing one.

The great family of profiteers ("Whom did you do in the Great War, Daddy?") may at least claim that they are no mere twentieth century upstarts. Ben Jonson had their ancestry under his eye more than three hundred years ago, and made one of them state his case with cynical bluntness in "Every Man Out of His Humour":

O, I shall make my prices as I list.
What though a world of wretches starve the while?
He that will thrive must think no courts vile.

Post Office telegraph clerks have always been distinguished for their ingenuity in inventing contractions when sending long messages. Some of these are not too exact. "Wks." for example, might be weeks, or weeks, or even wicks. Since the war, perhaps as a result of service at the front, some clerks have adopted a phonetic spelling. It leads to weird results, as the following literal extract will show—"In tistri oool progress and d fite r freedom and liberti wh caused so get an upheavl i t entri a hund yrs ago."

A nickname which came to the Royal Fusiliers during the war was the "Methusaliens," and it apparently was given to them on account of the years of some of their first joined recruits, says the "Men and Matters Notes" writer in the *Globe*. Splendid fellows these were, but not all of them could get by the doctor without a slight misstatement of age. These gallant old fellows went to France and fought the theatres of war, and did well until either a bullet or disease knocked them out. Many of them were able truthfully to boast that they could "stick it," as well as any youngster. Among the many stories told of the Methusaliens, one at least deserves to be repeated. A certain Service battalion of the R.A.F. had quite a number of old men, the officers, a hardy body of old campaigners, being particularly well on in years. One night the story runs, the colonel of this battalion heard a frightful racket coming from the ante-room of the mess. "Go and find out what that damned noise is about," commanded his adjutant. The adjutant returned a minute or so later and said, "It's nothing of importance, sir. It's only those confounded young subalterns of ours quarrelling about the ages of their grand-children!"

any value at present? Men over 45 should be demobbed straight away, considering that they are doing nothing. True they are exempted from duty on parade. Therefore, the answer is the reason why they should be released.

LAW OF THE PAVEMENT.

HINTS ON PEDESTRIAN COURTESY.

Below we give an article from the *Daily Chronicle* on the "Law of the Pavement," which has been sent us from a Hongkong resident at present on home leave. He forwards it to us in view of the rules issued some time back by the Captain Superintendent of Police, Hongkong, in regard to pedestrian traffic. In a covering letter, this Hongkong resident says he has had many a discussion on the subject, his contention being that "the rule of the road" for pedestrian traffic is the reverse of that which obtains for vehicular traffic, which idea is supported by the article mentioned. He adds that on many of the promenades at South Coast watering places the caution "Keep to the Right" is prominently displayed on lamp-posts, etc.

The article, which is written by G. S. Street, is as follows:—
I can do nothing to avert the bankruptcy and starvation with which, according to all too expert authority, my unhappy country is threatened. I cannot solve the Irish Question. But I can do something in my small way to mitigate a nuisance which afflicts my fellow-citizens.

We may as well be as comfortable as possible until we are ruined and starved, and we ought to keep for those terrible emergencies all the nervous energy we have and not to dissipate it in unnecessary irritations.

Now one of those irritations, and an extremely annoying one, is that we are always getting in one another's way. Here in London there are myriads of people all day long in the principal streets, jostling against one another, scowling at one another, saying "sorry" in angry tones, stopping in front of one another uncertain which is to give way or in which direction, striving to pass slower walkers going the same way, and dodging from side to side of them in the vain effort.

And all the time there exists a simple rule which should make most of this unpleasantness quite needless and which everybody ought to know. Only everybody doesn't know it—obviously.

The rule was established about 150 years ago. Before that time our amiable ancestors gave or took the wall. You walked along by the wall until you met another man who seemed to be your superior, or whom for reasons of prudence you affected to regard as your superior; then you made way for him. If you did not make way and he took a different view from yours of his relative importance, he quarrelled with you; very often he fought you; innumerable duels arose from this cause of dispute.

TAKING THE WALL.

There is a passage in "Boswell's Johnson" relating to this. After Dr. Johnson had lived a little while in London his old mother wrote to him inquiring if he took or gave the wall. But by that time, the passage relates (and this fixes the date), the convenient rule of the pavement had been established.

The rule is simply—the opposite of that of the road in this country—that you keep to the right. Walkers in the opposite direction should pass on the left, on yours and theirs if you overtake slower walkers; you should pass on their left and your right.

It has nothing to do with the wall as such. If the wall is on your right, you stick to it; if it is on your left, you keep to the opposite side of the pavement from it. And it has nothing to do with sex. Women who think that merely because they are women they are entitled to the inside of the pavement are a nuisance. Of course a polite man will break the rule to avoid making a woman—or an old man or a cripple—step into the gutter, but that is the only exception.

Surely the rule is simple enough. You always know it? Then do go and tell other people. I assure you they don't.

The other day I was walking by the wall, as I should, because it was on my right. A fellow met me, also walking by the wall, in which he was wrong. I thought he would make way; he did not; we jostled together for a moment.

"I beg your pardon," said I instinctively, though I was in the right.

"Granted," said he who was in the wrong.

This annoyed me, and "Granted be hanged! It was your fault," said I. But such painful incidents would not happen if we all knew the rule.

PASSENGER SERVICE TO PACIFIC PORTS.

PROGRAMME OF ADMIRAL LINE.

The Admiral Line is making a big bid for the Pacific trade. It is at present operating here some eighteen ships belonging to the United States Shipping Board. Each month it is getting additional vessels. They are at present operating ten ships from Hongkong to Seattle and five from Hongkong to Portland. This permits of a more frequent service between Hongkong and the Pacific Ports. Each of these vessels is of 10,000 tons deadweight.

The Admiral Line expects to buy up practically all these ships from the U. S. Shipping Board very shortly, because it will be more satisfactory to have their own vessels. The Shipping Board has not put the vessels on the market as yet, but it is expected that the lines operating these vessels under the control of the Board will be given the first opportunity to purchase them. These vessels were built by the U. S. Government for transporting food and supplies to the troops in the different theatres of the Great War. The American Government's idea at present is to establish American trade, and, consequently, the Government is operating them all over the world across the Pacific, to the Orient, to Australia, across the Atlantic, and South America—with the sole object of capturing the trade of the world.

A number of local shipping companies are acting as agents for the U. S. Shipping Board, the agency being worked on the commission basis. The vessels consigned to the Admiral Line are of 10,000 tons, for cargo and passengers. The next vessel to arrive will be the *Seattle Spirit*, which is rather a peculiar name for a vessel. The reason for naming her the *Seattle Spirit* was, we are told, because Seattle made a great record in her subscription to the Liberty Loan, and the United States Government, in appreciation of this fact, named her the *Seattle Spirit*. She is due here at about the end of this month. Her entire crew is composed of native-born Seattle men. This is rather an exception.

The Admiral Line has been established here for just a year, although its vessels had been operating here two years ago. Their own fleet comprises 23 ships, and are at present on the run between Seattle, Portland, San Francisco, San Diego and ports in Alaska, covering the complete Pacific Coast. Hongkong was the first place where the Company established an office in the Orient. The Company's Oriental headquarters are located in Shanghai, and it has offices in Vladivostok, Yokohama, Kobe, Shanghai, Manila and Hongkong. All these branches were established within a single year. The Company anticipates opening an office in Singapore, as well, some time in near future.

The Company expects to put on a passenger service between Hongkong and Seattle second to none, within a year. These vessels will call at all the ports of the Orient. Probably there will be at least three large first-class passenger ships with a speed of at least 18 knots, with accommodation for 250 to 300 first-class passengers and the usual capacity for steerage passengers and a cargo capacity of approximately 10,000 tons measurement.

The Admiral Line at present has only a freight service.

GREEN APPLES.

It was the hour when the early bird comes to the orchard in search of worms and the early boy in search of apples.

This boy crept very lightly along the hedge, peeped over, took a clear coast for granted, and jumped the ditch. He came down badly on hands and knees, cutting one of each. That he was hurt seemed evident, that he had pluck could not be questioned. Rising, he shook himself like a spaniel from the water, and then limped forward and snatched a couple of large windfalls from a tree of cooking apples. "One went in each pocket, and he made haste to where there is a gap in the hedge.

Once outside forbidden ground he pulled down a damaged stocking and tied a grimy handkerchief over the cutknee. Then, sucking the hurt place on his wrist, he passed out of sight. As I saw it he had paid dearly enough for

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

SHANGHAI BOWLERS' THANKS.

Sir,—May I crave the publicity of your columns to express my heartfelt thanks to the Hongkong community for the splendid way they have entertained the Shanghai Bowlers during their stay in the Colony? Nothing was left undone to give us a happy time, which we have had, and we will always look back on our visit with pleasure and look forward to the time when we can reciprocate their kind efforts.

Yours etc.,

F. L. MARSHALL,

Captain, Shanghai Lawn Bowls Team.

Hongkong, Oct. 14, 1919.

FRENCH AIRMEN

61 PER CENT CASUALTIES.

Official statistics of the losses of the French Flying Corps have now been published for the first time. From August 4, 1914, to November 11, 1918, the losses in army zones were—1,945 pilots and observers killed, 1,451 missing, whose death may be regarded as certain, and 2,922 wounded. Outside the army zone 1,927 pilots and observers were killed, bringing the total losses in killed and wounded up to 7,757.

As the full strength on December 1, 1918, was 12,919 men, the war losses represent 61 per cent, which is believed to be the greatest proportion of losses in any arm of any of the Allied armies.

The industrial effort made by France to keep the Air Force well equipped is shown in the following figures. The production of aeroplanes was 3,460 in 1915, 7,552 in 1916, 22,751 in 1917, and 34,219 during the first nine months of 1918. Aeroplane works employed 12,550 workers on January 1, 1915, 30,950 on the same date in 1916, 68,920 on the same date in 1917, 131,551 on the same date in 1918, and 180,003 on November 2, 1918.

DAIRY FARM NEWS.
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Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

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Please publish the above advertisement.....times.

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A hot bath at bed-time followed by a laxative is the best treatment for a cold, and the best laxative is.



These dainty little sugar-coated pills dispel constipation, cure biliousness, sick headaches, torpid liver, pimples and ill-smelling breath. If you cannot obtain Pinkettes where you live send 60 cents for a vial to the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

unripe apples that might yet inflict a penalty of their own; but he was moving when I saw him last with an all-conquering air. He had surmounted a difficulty, run a risk, and endured pain.

The oddest part of the business is that he knows perfectly well he could have had a couple of windfall apples from me for the asking.
—E. L. B. in *Daily Chronicle*

TO-NIGHT!

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OF

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THE CORONET

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SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,
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S.S.	leave Hongkong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	21st Oct. 1st Nov.	22nd Nov. 3rd Dec.	1st Dec. 12th Dec.

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DUNERA 12th Nov. noon. Due Bombay about 29th Nov.

FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

JAPAN 22nd Oct. Due Calcutta about 13th Nov.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

GREGORYA. leave Hongkong about 19th Oct. Due Kobe about 28th Oct.

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STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 5	Nov. 26
Empress of Asia	Nov. 27	Dec. 15
Montezuma	Dec. 19	Jan. 12
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Dec. 31	Jan. 21
Empress of Asia	Jan. 22	Feb. 9

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From	To	Gold	Silver
Hongkong to Japan	Yokohama	\$12.00	100 Yen
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The most comfortable route to America and Europe.

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The M. S. "KONG MING" (Captain Goring), will leave the Saikong Wharf (Connaught Road West) for Wuchow via West River Ports, on 14th Oct.

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An excellent table is provided.

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KATORI MARU (Omitting Shanghai) Tues., 14th Oct., at 11 a.m.

SUWA MARU (Omitting Manila) Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Friday, 17th Oct., at noon.

KAGA MARU ... Friday, 31st Oct., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.

NIKKO MARU ... Saturday, 25th Oct., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Tuesday, 21st Oct.

TENSIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... Sunday, 2nd November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINGO MARU (Omitting Shanghai) Tuesday, 14th Oct.

NAGATO MARU (Omitting Shanghai) Thursday, 16th Oct.

TOTOMI MARU (Omitting Shanghai) Monday, 20th Oct.

TAMBA MARU ... Sunday, 19th Oct., at 11 a.m.

EXTRA SERVICES—(Marseilles, Lpool, Antwerp, Rotterdam etc.)

WAKASA MARU (London, Antwerp & Rotterdam) Wed., 15th Oct.

DELAGOA MARU ... Saturday, 25th October.

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Steamers	Tons	Leave Hongkong
SHINRYU MARU	22,000	25th Oct.
PERIA MARU	9,000	14th Nov.
KOREA MARU	2,000	16th Nov.
LIBERIA MARU	2,000	24th Nov. (from Kobe)
NIPPON MARU	11,000	6th Dec.
TENYO MARU	22,000	19th Dec.

*Omitting Shanghai.

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BALFOUR, CALLAO, PANAMA AND IQUIQUE.

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SHIPPING NEWS.

THE T. K. K.

The Toyo Kisen Kaisha held its general shareholders meeting on September 28 and passed the scheme of increasing its Capital and the payment of 20 per cent dividend. President Asano declared at the meeting that the capital may be increased to 50 million yen.

CHINA COAST TROUBLES.

According to Lloyd's Weekly (Shanghai) there is a chance of trouble on board local steamers next Saturday. It is said that non-members of the Officers' Guild are not to be allowed to sail with members after that date, and that if they then persist on remaining on the ships they may be forcibly put ashore.

JAPANESE SHIPPING RETURNS.

According to the investigation of the Communications Department, the Japanese shipping returns, as they stood on July last, were 2,803 vessels registered in Japan proper having in aggregate gross tonnage of 3,621,835. The returns for Japan's colonies comprise 87 vessels of 37,700 tons registered in Chosen, 26 vessels of 7,658 tons registered in Formosa, and 70 vessels of 136,130 tons in the Kwantung Leased Territory, the aggregate being 2,986 vessels of 2,793,099 tons.

S. Y. K.'S PLAN WITH 20

NEW BOATS.

The N. Y. K., which has already ordered 10 superior cargo boats, will have them completed about next May, and they will be used to fill up the gaps made by the loss of the Yasaka, the Miyazaki, Ron the Hitachi, the Hirano, the Tokuyama, and the Takata, etc. The company is reported to build 10 more superior passenger boats for developing its sundry services, distributing 2 steamers of 5000-6000 ton class to the Shanghai line; 2 more vessels of 20,000 ton class to the N. American service; and the other 6 boats of 12,000 ton class to the European run, all totalling about 120,000-130,000 tons gross.

WASTE OF CARRYING POWER.

"I am convinced that a reduction of 50 per cent. and in some districts of as much as 100 per cent. in the price of food-stuffs would be speedily effected if the Government adopted the recommendations which have been made by the Port and Transit Committee of the Dockers' Union." This was the opinion expressed to a representative of the Daily Chronicle recently by Mr. Ernest Berin, of the Dockers' Union, and one of the Labour members of the committee, in discussing the drastic scheme which has been drawn up by that body for relieving the congestion at the docks. The principal recommendations of the committee are:—The establishment of a mobile fleet of lorries for the conveyance of goods; power to commandeer all draft plying on inland waterways; and co-ordination of all rail, road, and landwater transport. "There is plenty of labour for unloading the ships," said Mr. Berin. "In the report to hand yesterday there was not one instance of a shortage at any port. On the other hand gangs of men are often loafing about when there are vessels waiting to be discharged because there are enough trucks or transport facilities. The cost of their wasted labour adds to the price of food, and so does the time lost by the ships."

"What is badly wanted is the provision of more vehicles, the full utilisation of the canals for transport purposes, and better organisation."

Sir Norman Hill the well-known Liverpool shipowner, who has been acting as chairman of the committee since it was appointed in 1915, explained in an interview that congestion was purely a matter of distribution.

"What has really happened," he said, "is that since the armistice our shipping has increased far more rapidly than has the inland distributing power of the country, and we have now come to the point where 12 or 15 large ships are waiting for berths at London and 50 at Liverpool. That is absolute waste of ship carrying power."

Sir Norman pointed out, "as merely bringing a cargo into a port is useless unless it can be distributed. The solution lies in making the most of the existing facilities and in supplementing them. We have had put at our disposal a certain number of battalions of Transport Workers for the purpose of supplementing proved deficiencies. The idea is not to compete with civilian labour, and we have the cordial support of the trade unions and the employers. The committee made its report in the natural way," he concluded. "The Prime Minister was fully aware of what was being done, and it is not likely that he will be approached."

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & BANGKOK	Chusan	14th Oct. at 10 a.m.
SHANGHAI	Suiyang	14th Oct. at noon.
NEWCHWANG	Paoting	15th Oct. at d'light.
SWATOW & SINGAPORE	Hupei	15th Oct. at noon.
WEIHAIWEI, CHEFOO, AND TIENTSIN	Huichow	15th Oct. at 3 p.m.
SHANGHAI	Sinkiang	16th Oct. at noon.
MANILA, CEBU & ILOILO	Faming	21st Oct. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsin-tao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wookung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

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Hongkong Oct. 13, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Japan	17th Oct.	19th Oct.	Java
Tjikini	Java	22nd Oct.	29th Oct.	Shanghai
Tjilmanoeck	Java	25th Oct.	6th Nov.	Java
Tjilwong	Java	26th Oct.	2nd Nov.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Quinnebaug	Medina	TUES. 14th Oct. at noon.
Halong	J. W. Evans	FRI. 17th Oct. at 1 p.m.
Haitan	A. H. Stewart	TUES. 21st Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI via Swatow	Hangsang	Wed. 15th Oct. at d'light.
SHANGHAI	Choyang	Thur. 16th Oct. at d'light.
STRAITS & Calcutta	Laisang	Thur. 16th Oct. at 3 p.m.
KOBE	Fooksang	Fri. 17th Oct. at d'light.
MANILA	Loongsang	Fri. 17th Oct. at 3 p.m.
TIENTSIN via Wei & C'foo	Cheongshing	Sat. 18th Oct. at noon.
MANILA	Yuensang	Sat. 18th Oct. at 3 p.m.
CALCUTTA		24th Oct. at 3 p.m.

via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

LOCAL STEAMERS have excellent passenger accommodation, are fitted with Electric Light and Fans and carry fully qualified Surgeons.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when circumstances allow.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having appropriate accommodation for passengers.

Cargo taken on through Bills of Lading for Klang, Johore, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM

HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of arrival	Date and Time of departure
"ST. ALBANS"	Melbourne, via Queensland Ports	13th Oct.	Early Nov.
" "	for Kobe direct	13th Oct.	15th Oct.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voy

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU" ... Thursday, 30th Oct.
"ALPS MARU" ... End of November.
CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SEATTLE MARU" ... Middle of November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"INDUS MARU" ... Wednesday, 22nd Oct.

"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Saturday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.

"MADRAS MARU" ... Middle of November.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"MANILA MARU" ... Saturday, 17th Oct.

"AFRICA MARU" ... Thursday, 13th Nov.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Wednesday, 15th Oct.

TAKAO via SWATOW & AMOY. Thursday, 23rd Oct.

"SOSHU MARU" ... Thursday, 14th Oct.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDO MARU" ... Tuesday, 14th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

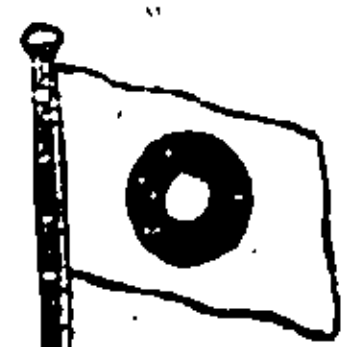
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 149 & 151.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, SINGAPORE, HONGKONG, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, YOKOHAMA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER (Calling at Shanghai and Kobe).

"ICONIUM" ... About October 22nd.
"SEATTLE SPIRIT" ... October 25th.
"WHEATLAND" ... November 1st.
"ENDICOTT" ... November 30th.
"CREVECOEUR" ... December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"HARTLAND" ... November 14th.
"WHEATLAND" ... November 30th.
"MONTAGUE" ... December 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478

5th Floor, Hotel Maunsell.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "GRACE DOLLAR" ... 1st half Dec.

FOR SAN FRANCISCO U.S.S. B.B.

"WEST HARTS" ... 25th October.
"STANLEY DOLLAR" ... 31st October.
"WEST HEPBURN" ... 15th November.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

Lloyd Triestino

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste.
about end November.

S.S. PERSIA. S.S. AFRICA.

For freight or passage apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"Eurymedon" ... via Panama ... 30th Oct.
"Eurylochus" ... via Panama ... 20th Nov.
"City of Newcastle" ... via Suez ... 30th Nov.
"Knight Templar" ... via Panama ... 22nd Decr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

AMERICAN ASIATIC S.S. CO.

S.S. "SLAVIC PRINCE"

Will be despatched for New York via Suez Canal on or about 1st December.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

From NEW YORK.

The Steamship

"MINERIO"

having arrived. Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th October will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 24th Oct., 1919, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined 16th October, at 9 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 9th Oct. 1919.

WATER RETURNS.

Level and Storage of water in Reservoirs on October 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1918	1919
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below
Tyran	27.41m. Above	17.41m. Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1918	1919
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72
Tyran	470.03	342.72

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of September.

Consumption ... 1918 ... 1919 ...

Consumption per head per day ...

Constant supply in all districts during September ...

KOWLOON WATERWORKS LEVEL.

	1918	1919
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1918	1919
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50
Kowloon	15.50	15.50

The Government Analyst's reports show that the water is of excellent quality.

W. CHATHAM, Water Authority.

Public Works Department.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. TAMBA M. (European Line.) left London for this port via the Suez Canal on the 9th Sept., and is expected here on the 18th Oct.

The American & Manchurian Line s.s. CITY OF NEWCASTLE is due to arrive here about 10th November.

The N. Y. K. s.s. TOSAN M. (Calcutta Line.) left Calcutta for this port via Singapore on the 29th Sept., and is expected here on the 20th Oct.

The American & Manchurian Line s.s. CITY OF FLORENCE, from New York is expected to arrive on the 14th instant.

The R. M. S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai and Manila on the 30th Sept. and is due here on or about the 22nd Oct.

The N. Y. K. s.s. KAWACHI MARU (Liverpool Line.) left Liverpool for this port via the Suez Canal on the 17th Sept., and is expected here on the 30th October.

The N. Y. K. s.s. AKI MARU (Australian Line.) left Thursday Island for this port via Manila on the 5th Oct., and is expected here on the 17th Oct.

The R. M. S. EMPRESS OF RUSSIA left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 2nd Oct., and is due here on or about the 23rd Oct.

The C.M. s.s. NANKING sailed from San Francisco on October 3rd, and she may be expected to arrive in Hongkong on Oct. 31st.

The N.Y.K. s.s. SADO MARU (European Line.) left London for this port via the Suez Canal on the 4th Oct., and is expected here on the 12th Nov.

The N. Y. K. s.s. TAMA M. (Calcutta Line.) left Calcutta for this port via Singapore on the 8th Oct., and is expected here on the 23rd Oct.

The N. Y. K. s.s. SHIDSUOKA M. (European Line.) left Kobe for this port via Moji and Shanghai, on the 7th Oct., and is expected here on the 16th Oct.

The American & Manchurian Line s.s. CITY OF FLORENCE, from New York is expected to arrive on the 15th inst.

The R. M. S. MONTEAGLE arrived at Moji, on 9th October, left there 10th October, and is due at Shanghai on 12th October.

The R. M. S. EMPRESS OF ASIA arrived at Kobe on 7th Oct. left there 8th Oct., and is due at Shimidzu on 9th Oct.

The N. Y. K. s.s. TOTOMI M. (Bombay Line.) left Singapore for this port on the 10th Oct., and is expected here on the 19th October.

The N. Y. K. s.s. WAKASA M. (European Line.) left Shanghai for this port on the 11th Oct., and is expected here on the 15th October.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Katori M.	N. Y. K.	Oct. 14
Wakasa M.	N. Y. K.	Oct. 15
Nile	C. M. S.	Oct. 15
Manila M.	O. S. K.	Oct. 17
Shidzuoka M.	N. Y. K.	Oct. 17
Prinzessin	P. & O.	Oct. 21
Iconium	A. L.	Oct. 22
Delagoa M.	N. Y. K.	Oct. 25
Seattle Spirit	A. L.	Oct. 25
Nikko M.	N. Y. K.	Oct. 25
Shinyo M.	T. K. K.	Oct. 29
Celebes M.	O. S. K.	Oct. 30
E. of Russia	C. P. O. S.	Oct. 30
Eurymedon	B. L.	Oct. 30
Toyooka M.	N. Y. K.	Oct. 30
Kaga M.	N. Y. K.	Oct. 31
Stanley D.	R. S.	Oct. 31
Wheatland	A. L.	Nov. 1
Khiva	P. & O.	Nov. 1
Suwa M.	N. Y. K.	Nov. 1
Colombia	P. M. S.	Nov. 4
Nanking	C. M. S.	Nov. 4
Seiyo M.	T. K. K.	Nov. 5
E. of Japan	C. P. O. S.	Nov. 5
Van Waerwyck	J. C. J. L.	Nov. 5
Africa M.	O. S. K.	Nov. 13
Persia M.	T. K. K.	Nov. 14
Hartland	A. L.	Nov. 14
Aki M.	N. Y. K.	Nov. 19
Eurylochus	B. L.	Nov. 20
China	C. M.	Nov. 22
Korea M.	T. K. K.	Nov. 26
E. of Asia	C. P. O. S.	Nov. 27
Siberia M.	T. K. K.	Nov. 28
Endicott	A. L.	Nov. 30
C. of Newcastle	B. L.	Nov. 30
Nishinaka	A. L.	Nov. 30
Seattle M.	O. S. K.	Nov. 30
Tokiwa M.	N. Y. K.	Nov. 30
St. Albans	E. & A. E.	Nov. 30
Alps M.	O. S. K.	Dec. 2
Venezuela	P. M. S.	Dec. 2
Nippon M.	T. K. K.	Dec. 6
Montague	A. L.	Dec. 15
Tenyo M.	T. K. K.	Dec. 18
Montague	C. P. O. S.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Knight Templar	B. L.	Dec. 22
Grace Dollar	R. S.	1st half Dec.

JAPAN, COAST PORTS, ETC.

Indo M.	O. S. K.	Oct. 14
Quinnebaug	D. L. Co.	Oct. 14
Chusan	B. & S.	Oct. 14
Suiyang	B. & S.	Oct. 14
Kong Ming	B. & Co.	Oct. 14
Shingo M.	N. Y. K.	Oct. 14
Amakusa M.	O. S. K.	Oct. 15
Peoting	B. & S.	Oct. 15
Hangsang	J. M. Co.	Oct. 15
Huichow	B. & S.	Oct. 15
Nagato M.	N. Y. K.	Oct. 16
Laisang	J. M. Co.	Oct. 16
Sinkiang	B. & S.	Oct. 16
Choysang	J. M. Co.	Oct. 16
Fooksang	J. M. Co.	Oct. 17
Loongsang	J. M. Co.	Oct. 17
Haihong	D. L. Co.	Oct. 17
Aki M.	N. Y. K.	Oct. 18
Totomi M.	N. Y. K.	Oct. 18
Cheongshing	J. M. Co.	Oct. 18
Gregory A.	P. & O.	Oct. 19
Tijiboda	J. C. J. L.	Oct. 19
Tamba M.	N. Y. K.	Oct. 19
Shinryu M.	N. Y. K.	Oct. 21
Taming	B. & S.	Oct. 21
Haitan	D. L. Co.	Oct. 21
Japan	P. & O.	Oct. 22
Soshu M.	O. S. K.	Oct. 23
Indus M.	O. S. K.	Oct. 22
Yuensang	J. M. Co.	Oct. 24
Tjikini	J. C. J. L.	Oct. 23
Tenshin M.	N. Y. K.	E. of Oct.
Konagawa M.	N. Y. K.	E. of Oct.
Shisen M.	O. S. K.	Nov. 1
Tjihiwong	J. C. J. L.	Nov. 2
Tijmanoeck	J. C. J. L.	Nov. 6
Tango M.	N. Y. K.	Nov. 22
Saigon M.	O. S. K.	B. of Nov.
Madras M.	O. S. K.	M. of Nov.

CRICKET.

INTERESTING HOLIDAY MATCHES.

Yesterday's bank holiday was marked by several cricket matches, the most interesting being that between the H.K.C.C. and eleven representatives of the Garrison. The match was an all day one. Before the start, the Garrison, batting first, were dismissed for 115. Major Edwards being top scorer with 41. Hongkong replied with 131, made up almost entirely by Claxton (72) and Mitchell (31). After tea the Garrison were all dismissed for 74, and Hongkong getting 60 for fewer wickets, won easily. In the bowling Cobb took 7 wickets for 38 runs and 6 for 48, whilst Captain Oliver did best for the Garrison his total wickets being 8 at a cost of 63 runs.

The scores are appended:—

THE GARRISON.	
Capt. Oliver, run out	14
Capt. Gray, c Raworth, b Cobb	10
Cpl. Mann, b Cobb	7
Major Edwards, c Blaker, b Stalker	41
Capt. Wahl, b Brand	2
Capt. Davies, st Gace, b Cobb	11
Capt. Murray, c Brand, b Cobb	4
Cpl. Coles, c Claxton, b Cobb	10
Lt. Cavenaugh, not out	3
Sgt. Connor, lbw Stalker	10
Lt. McConnell, b Stalker	10
Gnr. Baines, c Raworth, b Cobb	0
Extras	3
Total	115

Bowling.	
O. M. R. W.	
Brand	10 - 23 - 1
Cobb	20.5 - 2 - 48 - 6
Johnstone	4 - 1 - 16 - 1
Lammert	4 - 1 - 19 - 1
Stalker	3 - 1 - 6 - 3

GARRISON SECOND INNINGS.	
Capt. Gray, st Gace, b Cobb	18
Capt. Oliver, c Mitchell, b Cobb	7
Capt. Davies, c Cobb, b Brand	3
Major Edwards, c Claxton, b Cobb	14
Capt. Wahl, c Claxton, b Cobb	3
Lt. Cavenaugh, c Raworth, b Brand	3
Capt. Murray, c and b Cobb	15
Cpl. Mann, c Day, b Cobb	10
Cpl. Coles, not out	10
Lt. McConnell, st Claxton, b Cobb	1
Sgt. Connor, did not bat	
Gnr. Baines, did not bat	
Extras	2
Total (for 9 wks, dec.)	74

Bowling.	
O. M. R. W.	
Brand	10 - 32 - 2
Cobb	11 - 3 - 38 - 7
Stalker	1 - 1 - 2 - 1

H.K.C.C.	
A. A. Claxton, not out	73
A. W. Day, c Wahl, b Davies	3
E. J. R. Mitchell, run out	31
C. Blaker, b Oliver	5
R. A. Brand, c Cavenaugh, b Oliver	2
A. B. Raworth, b Oliver	1
J. Stalker, st Wahl, b Baines	1
P. H. Cobb, c Cavenaugh, b Oliver	3
R. P. Thurstfield, c Edwards, b Baines	3
A. L. Gace, st Wahl, b Oliver	1
L. E. Lammert, st Wahl, b Oliver	0
C. W. Johnstone, b Baines	0
Extras	2
Total	131

Bowling.	
O. M. R. W.	
Davies	9 - 15 - 1
Baines	15.4 - 2 - 33 - 3
Edwards	7 - 3 - 36 - 1
Connor	4 - 1 - 22 - 1
Oliver	11 - 1 - 33 - 6

H.K.C.C. SECOND INNINGS.	
E. W. Day, b Davies	10
J. Stalker, c Oliver, b Davies	1
R. A. Brand, c Wahl, b Oliver	1
A. E. Raworth, not out	19
A. A. Claxton, c Edwards, b Oliver	10
C. Blaker, not out	14
E. J. R. Mitchell	
A. L. Gace, did not bat	
L. E. Lammert	
C. W. Johnstone	
Extras	1
Total (for 4 wks.)	60

Bowling.	
O. M. R. W.	
Davies	7 - 2 - 13 - 2
Oliver	5 - 1 - 30 - 2
Baines	13 - 12 - 1

THOMPSON'S XI V WITCHELL'S XI.	
A team captained by Mr. F. Thompson and another captained by Mr. R. C. Witcheil met on the Civil Service Club ground yesterday afternoon. Some good cricket was seen but Mr. Witcheil's combination proved much too strong for their opponents.	
The scores were:—	

PACIFIC SHIPPING SERVICES.

HONGKONG CONSUL'S REPORT.

In a recent report the U.S. Consul-General of Hongkong, (Mr. G. E. Anderson) writes:—
On the whole, the Japanese shipping interests seem to be the only ones that are working for definite aims. British and American shipping is yet subject to war conditions, and to some extent to other neutral shipping are in the course of readjustment to new conditions, and have little part in Chinese and Japanese trade at present. The activity in shipping at the present time in the Far East is in Japan. On the trans-Pacific run there is considerable business being done by the Japanese companies looking toward improved and extended services. Trans-Pacific services of British lines have not been established as rapidly as was anticipated. The Blue Funnel now has a service of approximately one vessel a month in either direction between Hongkong and Seattle. The Canadian Pacific steamers have been running regularly, except that several important sailings were interfered with by Government demands for service to and from Vladivostok-Vancouver. The schedules of the American line have been adhered to with exception also of a number of sailings diverted or changed for account of Vladivostok-San Francisco. There has been more or less uncertainty among British, and especially American, shipping circles as to the policy to be followed by the respective Governments concerned with regard to Government owned and controlled shipping, and until the policy of the Government as to such shipping is announced, and the shipping world adjusts itself to the new conditions, it is unlikely that there will be any material change in trans-Pacific or other Far Eastern shipping extensions; there is considerable uncertainty as to the immediate future of Japanese shipping. The presence of American and British competition is being felt, and the possibilities of greater competition from this source in the future are appreciated.

SCIENTIFIC STUDY SOCIETY.

The Japanese Department of Education has accepted in principle the proposed establishment of a Scientific Study Society in each country as adopted at the International Academic Congress at London. The Imperial Academy, at whose hands the Society is to be formed, nominated Dr. R. Fujisawa (Professor of the Imperial University, Tokyo) the Chairman of the Founders' Committee with sixteen members and, as a result of deliberations, the Service Regulations and the estimates have been submitted to the Department.

MR. THOMPSON'S TEAM.

A. E. Wood, c Sousa, b Wittchell	6
A. H. Rumjahn, c and b Ng Sze Kwong	18
B. Bradbury, c Wittchell, b Ramsay	4
F. Thompson, b Wittchell	1
C. Kennedy, b Wittchell	0
U. Omar, not out	18
P. T. Lample, b Carr	2
M. Abbas, c Sousa, b Ng Sze Kwong	3
S. Ismail, b Carr	0
S. Jet, b Ng Sze Kwong	0
T. McCormac, b Carr	0
Extras	5
Total	60

Bowling.	
O. M. R. W.	
Wittchell	10 - 2 - 12 - 3
Ramsay	12 - 4 - 20 - 1
Ng Sze Kwong	5 - 2 - 10 - 3
Carr	4.4 - 1 - 13 - 3

MR. WITCHELL'S TEAM.

D. M. Good, c Lample, b Omar	17
G. W. Ramsay, c McCormac, b Abbas	13
C. I. Stapleton, c Omar, b Wood	53
A. de A. Sousa, b Omar	20
R. C. Wittchell, c Bradbury, b Omar	6
Ng Sze Kwong, not out	46
E. Carr, c Thompson, b Rumjahn	2
A. Goldenberg, c Omar, b Rumjahn	12
A. Rumjahn, run out	3
S. Ismail, not out	1
Extras	13
Total	187

Bowling.	
O. M. R. W.	
Omar	18 - 4 - 49 - 3
Rumjahn	9 - 0 - 37 - 2
Abbas	15 - 2 - 49 - 1
Lample	4 - 0 - 27 - 0
Wood	3 - 0 - 15 - 1

INTERPORT BOWLS.

SHANGHAI BEATS TAIKOO.

The last of the games in the interport bowls contests was played yesterday afternoon before a large crowd of spectators, when the visitors met Taikoo on the C. I. Service ground. It will be remembered that Shanghai had won all the club games with the exception of the first match with Taikoo and yesterday the visitors reversed the position, winning by three points, after an extra head was played. The Shanghai team went ahead at the start and at the sixth head were eight points to the good. At this stage the visitors' play went off considerably whilst, on the other hand, Taikoo improved in their game and made a splendid recovery. They gradually made up lost ground, until at the 21st head the score was 22 all. An extra head was decided upon and Shanghai scored three points, the home team nil; thus leaving Shanghai the victors by three points. From a spectacular point of view the game may be counted as one of the most interesting of the whole series.

The teams and scores were as follows:—

SHANGHAI	
Marshall	McLoughlin
MacDougall	Morrison
McMurdo	Hamilton
Malcolm (skip)	Ferguson (skip)

SHANGHAI	
Heads	Shots
2	2
1	3
3	0
4	0
5	2
6	3
7	0
8	0
9	0
10	2
11	0
12	0
13	2
14	0
15	0
16	1
17	3
18	4
19	0
20	0
21	0
22	3

HOME FOOTBALL.

Matches played on August 23 resulted as follows:—

SCOTTISH LEAGUE.	
Hibernians	2 St. Mirren
Ayr United	1 Heart of Mid.
Rangers	3 Aberdeen
Hamilton A.C.	1 Celtic
Morton	3 Falkirk
Raith Rovers	5 Kilmarnock
Dundee	3 Third Lanark
Queen's Park	2 Dumbarton
Albion Rovers	2 Partick Thistle
Clyde	4 Motherwell
Clydebank	1 Airdrieonians

CENTRAL LEAGUE.	
St. Bernards	4 East Fife
Hearts A	1 King's Park
East Stirling	2 Dunferm. Ath.
Armadale	0 Bonness
Broxburn U.	0 Bathgate
Alloa Ath.	3 Stenhousemuir
Falkirk A	3 Clackmannan

EASTERN LEAGUE.	
Arbroath	1 Lochgelly U.
Monthrose	0 Dundee Hibs.
St. Johnstone	4 Dundee A
Cowdenbeath	4 Raith Rovers

SCOTTISH LEAGUE.

The above League table stood on May 10 as follows:—

P. W. L. D.	
Celtic	3 0 0 8 3 6
Heart of Mid.	2 0 0 5 2 4
Rangers	2 0 0 4 2 4
Clyde	3 2 1 0 9 5 4
Hibernians	3 2 1 0 5 3 4
Third Lanark	3 1 1 1 3 3 3
Greenock	1 1 1 1 6 5 3
Falkirk	2 1 1 0 4 4 2
Motherwell	2 1 1 0 4 3 2
Aberdeen	2 1 1 0 4 3 2
St. Mirren	2 1 1 0 3 2 2
Kilmarnock	2 1 1 0 3 2 2
Partick	1 1 1 1 2 1 3 2
Thistle	3 0 1 2 1 3 2
Clydebank	3 1 2 0 4 5 2
Airdrieonians	2 1 1 0 2 2 2
Albion Rovers	2 1 1 0 2 2 2
Dundee	2 1 1 0 4 4 2
Raith Rovers	2 1 1 0 6 5 2
Queen's Park	3 1 2 0 3 6 2
Ayr United	2 0 1 1 2 3 1
Dumbarton	3 0 2 1 3 6 1
Hamilton	1 1 1 1 1 1 1
Acad.	3 0 3 0 1 7 0

PRESIDENT WILSON.

HIS CHANCES FOR A THIRD TERM.

New York, September 5.—Talk about President Wilson as a possible third term candidate is a topic of lively interest in Washington to-night as a result of his forthcoming tour of the West. The trip is likely to have a far-reaching effect on the next Presidential campaign, the first primaries of which are only seven months distant. In all probability it will develop something definite as to the Democratic programme. In consequence, all the potential possibilities for the Democratic nomination have their ears and eyes wide open for the first inkling as to the President's intentions. They believe that somehow, somewhere along the line Mr. Wilson will let his political thoughts be known, so that the ball can be set rolling in preparation for the primaries. They are getting anxious over the failure to get started with the preliminary organization work in their respective booms. As the matter drags on certain of the Democratic leaders are becoming more and more convinced that Mr. Wilson will be in the running for a third term. And looking into the future, they believe that the cards are shuffled to produce just that result—the natural development of a situation, they think, where a considerable portion of the Democratic party, looking upon Mr. Wilson as the only leader in all international and domestic issues, will not be willing to see him surrender that leadership at least to some other Democrat. In other words, they see a condition arising where the strict Wilson followers will insist that the President accept re-nomination and make the fight for re-election to make sure the carrying forward of his policies. If Mr. Wilson is adverse to this, according to the political views, certainly he has not as yet shown signs of it. And on top of that he does not appear to be putting forward anybody as his successor in the work he has undertaken and is wrapped up in heart and soul. So far as can be learned—and this statement is based on a most complete and careful inquiry—Mr. Wilson never has discussed with anybody the political future so far as the Presidency is concerned.

SURE OF MANY HEARERS.

When Mr. Wilson goes on his trip he will be assured of the largest of crowds. The cities of Columbus, Ohio; Indianapolis, Ind.; St. Louis and Kansas City, Mo., and Des Moines, Iowa, he has visited before on the preparedness trip in 1915 and during campaigns, but outside of that no city he is going to now, and there are twenty-five in all, has he visited as President. In his six and a half years in office he has not been west of the Rocky Mountains. It is fair to assume, therefore, that each day will be a gala day for the cities that are to be honoured by a Presidential visit, and it may be expected that there will be crowds, and more crowds, and still more crowds. Even if it turns out that some of the people appear merely because of curiosity it will be of advantage to the President for it will give him the opportunity for a more widespread appeal for the League of Nations and the reduction of the cost of living, which latter issue has such a direct bearing on the economic condition of the country. All of this is not being overlooked at the White House.

However, it is not so much the number of persons who hear the President that the administration forces are counting on as it is the publicity. Ever since the President's return from the peace conference, with the possible exception of the day of the delivery of the peace treaty message to the Senate, the opponents of the League of Nations have had the headlines in the newspapers. Mr. Wilson has been sitting back silently while the treaty was picked to pieces. Now it is expected, with the President on the stump, he will get the headlines himself, far overshadowing everything that his opponents, even trailing him, are able to say or do. It is the view of the President and his followers that there will be an immediate reaction throughout the country because of this, and an overwhelming demand for action by the Senate. The administration does not expect that the insistence for ratification will be based so much on the argument that the treaty is perfect, which even some of its staunch advocates admit it is not, as upon the argument that the best thing to

OBSOLETE WARSHIPS.

A large number of obsolete battleships and cruisers and smaller ships of the Royal Navy have been placed on the sale list. These include the battleship Canopus and the cruiser Endymion. The Canopus was built at Portsmouth in 1897-98, and when completed went to the Mediterranean. In 1905 she was despatched from Portsmouth to the China Station to relieve the battleship Centurion, but was recalled at Colombo, Admiral Togo having disposed of the necessity of our keeping battleships on the China Station. The Canopus was overhauled in time to take part in the late war. She was sent out to help the ill-fated squadron under the command of Admiral Craddock, but disaster befel it before she joined it. Subsequently she helped to avenge the squadron at the Battle of the Falkland Islands, where her big 11-inch guns were fought to some purpose. As a matter of fact the Canopus was the bait in the trap for Admiral Count Von Spee, as he believed that she was laying alone in Port Stanley, and would fall an easy victim, a purposely intercepted British wireless message giving him that impression. The Canopus being too slow did not take part in the running fight with the flying Germans. The light cruiser Endymion was constructed at Hull in 1891, and after several home commissions was sent to the China Station under Captain R. S. D. Cummings, in 1899. Captain G. A. Callaghan subsequently assumed command, and was her skipper when she sent her quota to the Naval Brigade which was landed for the relief of the Peking Legations. She was employed in escort and patrol duty during the late war.

SELLING BREAD TO GERMANS.

A Barking farmer, summoned at Stratford Police Court recently for selling bread to German prisoners of war, said he did so because they had told him they could not work harder on account of being underfed. He was fined £20. Another farmer of Chigwell, who was summoned for conveying food to prisoners, said he did so because the men made a similar complaint. He was fined £10.

DOES TO GET RATIFIED.

It will be one of the policies to capitalize the delay by the Republicans as interference with the entire world scheme. This expectation is largely responsible for the administration's prediction that the treaty will be ratified within the coming month. If this scheme carries through, its effect on the next Presidential race must not be overlooked. Mr. Wilson will find himself far stronger than he is to-day and well fortified in the position where his immediate followers would urge his re-election as the logical means by which the policies he is starting out upon could be put through to a conclusion successfully. It would be the beginning of the Wilson third term boom.

But, just the same, there are some Democrats of the inner ring who believe, perhaps because their personal interests are at stake, that Mr. Wilson has no idea of a third term and that his policy in saying nothing about it is due to the fact that there has been no real occasion as yet for a statement. However, they are not sure of their ground by any means. They are uneasy, because the time is slipping along toward the first primaries and a situation where, if they enter the race, they must enter unprepared. Politicians of the various States to be visited by the President realize this thoroughly. They are just as anxious to know what to expect as the candidates, and for this reason it will be surprising if some effort, perhaps through an introduction prior to one of his speeches, will not be made to induce Mr. Wilson to commit himself one way or the other about 1920.

Up to the minute the Democratic possibilities are listed to include William G. McAdoo, formerly Secretary of the Treasury and Director General of Railroads; Governor James M. Cox of Ohio; A. Mitchell Palmer, Attorney General; Newton D. Baker, Secretary of War; Representative Champ Clark of Missouri; Senator Atlee Pomerene of Ohio; and Senator Robert Owen of Oklahoma. Josephus Daniels, Secretary of the Navy, was added to the list recently by "the man from Hilo."

NEW ADVERTISEMENTS.

NOTICE.

THE HONGKONG CORINTHIAN YACHT CLUB.

The Opening Cruise of the Season will be held on Sunday next October 19th to an anchorage half mile East of Channel Rocks. Race programmes are being sent to members.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of October, 1919, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Mong Kok, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Boundary Measurements.	
Ac. of Sale	Return No.
Locality	
North of Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	

NOTICE.

INDO-CHINA STEAM NAVIGATION CO. LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine Matheson & Co., Ltd., Des Vaux Road, Hongkong, on Friday 17th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th October to the 31st October both days inclusive.

By Order of the Board.
JARDINE MATHESON & CO. LTD.
General Managers.
Hongkong, 2nd October, 1919.

NOTICE.

A. S. WATSON & CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of A. S. Watson & Co., Ltd. will be held at the Hongkong Hotel on Monday, the 20th day of October, 1919, at noon, for the purpose of considering, and if thought fit, approving, the draft new Articles which will be submitted to the Meeting. A copy of such Articles and a copy of the existing Articles may be seen at the offices of the General Managers in Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong. In such copy the portions of the proposed new Articles which differ from the old Articles are indicated by underlining in black ink.

Should the Meeting approve of such Articles with or without modification, the subjoined Extraordinary Resolution will be proposed:—
That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

JOHN D. HUMPHREY & SON,
General Managers,
Hongkong, 9th October, 1919.

G. R.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
G. S. P.
Hongkong, 5th September 1919.

NOTICE.

SUBSCRIPTION GRIFFINS FOR THE SEASON 19 1920

The lists in connection with the above are now posted at the Race Course and the Hongkong Club. Cost Per Pony Hongkong \$303—c.i.f.
The lists will positively close on Saturday, the 29th November, 1919.

By Order,
G. W. GEGG,
Acting Clerk of the Course,
Hongkong, 8th October, 1919.

NOTICE.

HONGKONG DEFENCE CORPS.

SERGEANTS' MESS.
The quarterly meeting of the Sergeants' Mess will be held at Headquarters at 6.30 p.m. on Wednesday, 15th instant. All members not on duty to attend. Committee for Quarter ending December, 1919.

C. S. M. G. W. Kynoch, President.
C. Q. M. S. W. G. Fitzgibbon, Members.
Sergeant J. A. E. Bullock, Members.

G. E. STEWART,
Captain
Adjutant, H. K. Defence Corps.
Hongkong, 11th October, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on
WEDNESDAY, the

NOTICE.

TABAQUERIA FILIPINA

HIGH-CLASS TOBACCONISTS

Just unpacked a fresh stock of the following:

MANILA CIGARS

La Perla del Oriente
Compania General de Tabacos de Filipinas
La Minerva
Southern Bride, Alhambra, Earlmonts &c

HABANA CIGARS.

Bock y Ca, La Flor de Henry Clay, Cabanas,
La Rosa Aromatica, Jase Suary Murias y Ca &c.

EGYPTIAN CIGARETTES.

M. Melachrinio & C
Theodoro Vafiadis & Co.
Abdulla & Co.
Dimitrino & Co.
B. Muratti Son & Co., Maspero Freres, Camels &c.
and
Virginian Cigarettes. Also smoking mixture of all brands.

Prices can be had on application at

TABAQUERIA FILIPINA

10, Des Vœux Road Central, Opposite
King Edward Hotel.

WEALTH FROM WASTE.

AN IMPORTANT FACTOR IN NATIONAL ECONOMY.

Mr. S. Howard Withers, A.L.A., writes in the *Daily Chronicle* as follows:—The question of recovering products of value and utility from matter previously thrown away is one that is at last receiving something like the attention its importance deserves.

During the war, an organised system of waste prevention in all military camps enabled the Ministry of Munitions to obtain large quantities of glycerine for the making of munitions, which not only increased directly and materially our supply of the sinews of war, but enabled the officers in charge of messing to provide better and larger quantities of food for the men, extra pay for cooks and better facilities for canteens and sports.

Large quantities in the aggregate of marrow and other bones, dripping, rabbit skins and so on, which were previously either thrown away or not put to the best advantage, were sold in the national interest to recognised Government contractors at good prices, thereby increasing the amount of money for general messing purposes, and at the same time scientifically conserving the nation's supply of food and raw material.

PROFITS FROM OLD TINS.

A large revenue was derived in Mesopotamia by a system of organised collection and treatment of camp waste for the prime purpose of recovering the valuable fats and glycerine.

Nearly every kind of industrial waste can be treated successfully from a commercial point of view.

There are large profits to be made by tin recovery; for instance, from old tin-ware and cutlery. Sardine and other tins which are usually dumped on to waste ground or thrown in the dust-bin and eventually reach a refuse destructor, can be scientifically and profitably treated by first removing every trace of grease (which is in itself no small source of revenue) and every scrap of solder recovered.

At present solder is commanding a high price. The steel base of every tin plate is coated with a valuable tin. This tin can be removed and run into ingots, and is then quite ready for sale to the original factories to be coated. The remaining scrap can then be compressed into bales and dispatched of the foundries to be remelted, and appear again as new steel and ready to be turned into steel-plate at the rolling mills, and recasted with the tin already removed from it when it was in its disused state.

SALVING THE "SWARF."

Another important example showing how wealth can be produced from "waste" is in the practical treatment of swarf.

Swarf is the name given to the waste metal turnings from machine tool rooms. This is usually packed and sent direct to the furnaces to be melted up into new metal. By leaving these waste turnings to drain for a few days, however, much of the oil, etc., that is mixed with them will settle, enabling the turnings to be dumped into a centrifugal drum, on the principle of a cream separator, to further recover as much free oil as possible, the whole mass being then subjected to heat for the purpose of vapourising the oil, which can be recovered by condensation.

From the metal waste can then be removed every bit of iron or steel waste by means of a powerful electro-magnet, leaving brass, copper, or aluminium turnings in

readiness for return to the furnace.

Most of our vegetable refuse can be treated so as to recover the hydrocarbons which it contains, and it is an indisputable fact that very valuable greases are daily wasted in the kitchen, which could be avoided by the simple expedient of providing grease-traps for its collection, and could, with organisation of course, be sold and taken, or sent away periodically to or by firms able to use it to advantage.

In order to demonstrate the commercial and economic possibilities in the matter of cheese by-products, the Board of Agriculture is about to run a factory at Haslington, near Crewe, for the utilisation of whey and other by-products of cheese-making. The land has been purchased, and a factory is in course of construction for the purpose of showing the farmers what can be done. One of the enterprises in view is the making of whey into lactose, which is an important ingredient in patent foods for children.

With regard to coal, we require to go very carefully into the economy of fuel to find out how the greatest amount of heat can be extracted and to discover how its by-products can be utilised to the greatest and most useful advantage. The open fire, with its flaming gaseous coal, in many millions of British homes, sends up the chimney an incalculable amount of wealth in the form of wasted by-products.

THE ECONOMICAL WAY WITH COAL.

In a lecture on "Coal Conservation" at the British Scientific Products Exhibition Professor Armstrong favoured the "production of smokeless fuel to abolish the smoke nuisance" and to save the valuable volatile products wasted in burning raw coal.

The use of raw coal ought to be entirely disallowed in the near future. It would be criminal fully to fail to produce all the oil fuel possible, and I fail to see a single reason why fuel and power centres cannot be established, at any rate in the larger towns, to supply all the forms of fuel and power required by the public within their areas. Coal could be carbonised at these centres in such a way as to secure the recovery of the maximum proportion of by-products.

It would, I think, be difficult to find a workshop or factory in the country where a considerable amount of waste does not take place daily, the greater part of which, given efficient supervision is preventable. When our excess of imports over exports is remembered, the need for increased production of all kinds of goods is not only apparent, but very real. By a wise and scientific conservation of by-products our supply of goods both for internal use and for export can be very considerably increased and a systematic check put upon our imports of raw materials.

We shall have to become much more self-supporting, and the whole subject should be tackled, nationally, over a broad front.

TIDE TABLE.

13th to 15th October, 1919.

Time	High Water	Low Water	Mean Time
13th	10.15	4.15	7.15
14th	10.45	4.45	7.45
15th	11.15	5.15	8.15

m. morning a. afternoon.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
Wadato, from Tokio.
Manyuewing, from Amoy.
Ibarahyakusuke, c/o Japanese Consulate, from Osaka.
4102, 6671, Pakiat, from Kobe.
Abekobe, from Kobe.
Cheungnuig, Pottinger Street from Shanghai.
Kusanglea, from Shanghai.
Nagase, from Osaka.
Robert Carter, St. Georges Hotel, from Kobe.
Cheechiang Hoshun, West Street, from Shanghai.
Fukuwayu, from Kobe.
Onlec, from Kobe.
Townsend, from Kobe.
Chongwa Tea Club, from Amoy.
Wongfongvic, Taichenan Hotel, from Chefoo.
Bungalow, from Yokohama.
265, from Shanghai.
4149, 2435, 1377, Poon Taw Yin, Asia Hotel, from Shanghai.
Lan Sin Chuen, 7 Des Voeux Road West, from Kobe.
Kaifing, from Amoy.
Yungshingtick, from Shanghai.
Hengsoonseng, from Kobe.

T. KRING, Superintendent, Hongkong, Oct. 10, 1919.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.
List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Allitradio, from London.
Duab, from Pali.
Hammond, 18th Infantry, from Surbion.
Louise Lacroix, Aster House, from Haiphong.
Nuttall, from Rangangora.
Piri, from Bataiva.
Pinesha, from Bombay.
Villeta, from New York.
Wright, Care Awlik, from Calcutta.

D. de H. FARRANT, Superintendent, Hongkong, Oct. 9, 1919.

EXCHANGE.

SELLING

I/T	4 1/2
Demand	4 1/2 11/16
30 d/s	4 1/2 13/16
60 d/s	4 1/2 15/16
4 m/s	4 3/4 1/16
I/T Shanghai	Nom.
I/T Singapore	178 1/2
I/T Japan	173 1/2
I/T India	207
Demand, India	207
I/T San Francisco	89 1/2
& New York	89 1/2
I/T Java	224 1/2
I/T Marks	Nom.
I/T France	7 48
Demand, Paris	7 48

BUYING

4 m/s. L/C	4 3/8
4 m/s. D/P	4 1/2
6 m/s. L/C	4 1/4
30 d/s. Sydney and Melbourne	4 1/4
30 d/s. San Francisco & New York	89 1/2
4 m/s. Marks	Nom.
4 m/s. France	7 72
6 m/s. France	7 80
Demand, Germany	—
Demand, New York	88 1/2
I/T Bombay	Nom.
Demand, Bombay	—
I/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	185
Demand, Singapore	178 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	4 70 Nom.
Gold leaf per Tael	33.40
Bar Silver, per oz forward	—

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DISCOUNT PER \$100:
H'kong 5 cts sub. 1 1/2 p.m.
" 10 " 1 1/2 p.m.
" 5 " 1 1/2 p.m.
C. coins 1 1/2 p.m.

NOTICES.

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UXIMEXCOR-Hongkong.

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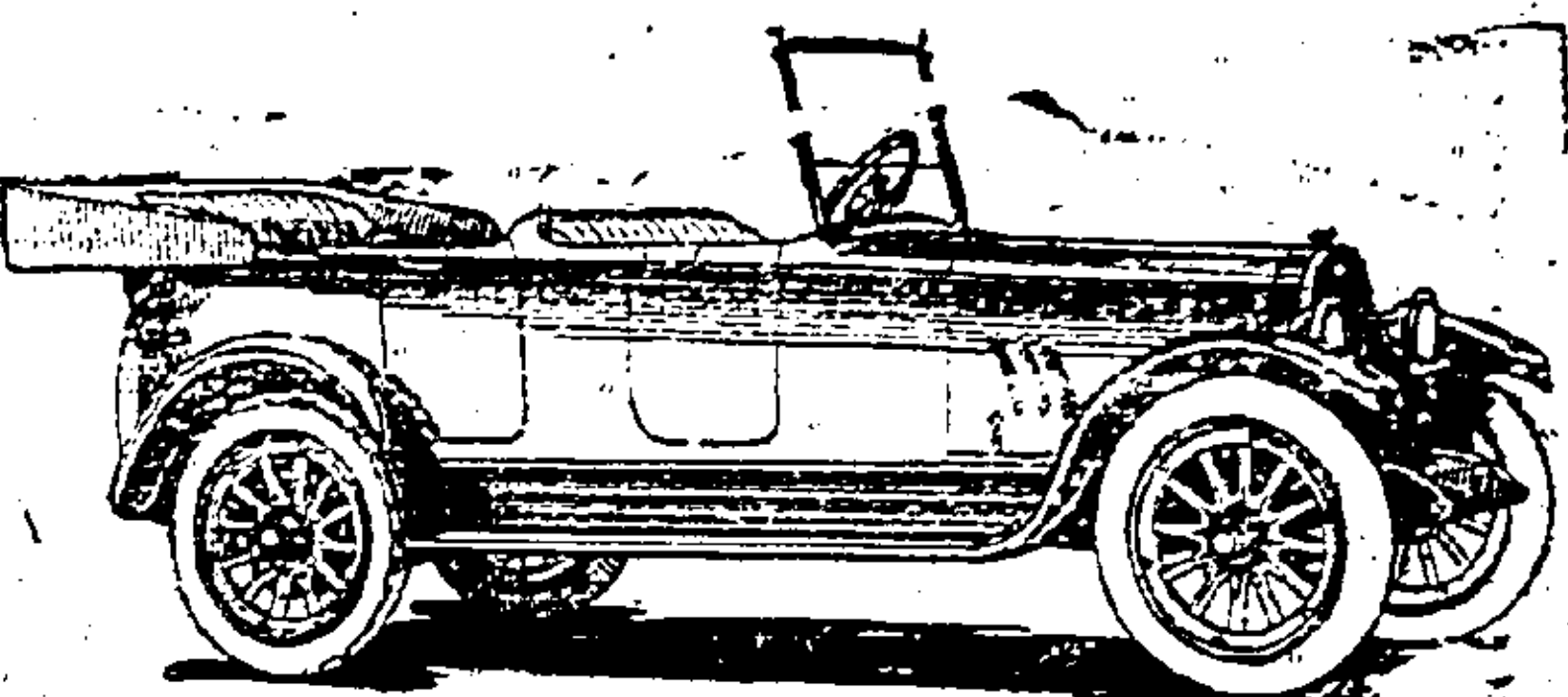
MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—Pootung, Shanghai.

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Associated British Machine Tool Makers Ltd.
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CHEVROLET



LOWEST PRICED ELECTRICALLY EQUIPPED CAR IN THE WORLD.

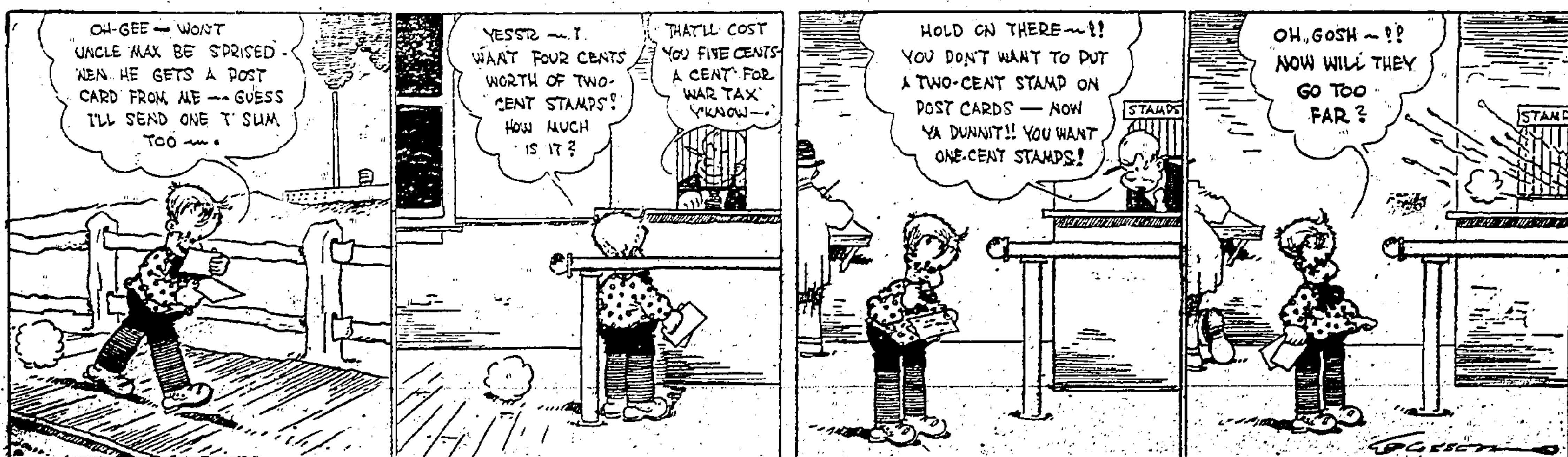
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W. R. LOXLEY & Co.

FRECKLES AND HIS FRIENDS.

They May Go To China Now, Freckles.

BY BLOSSOP.



THE MERCURY GARAGE CO.

WISH TO SERVE YOU.

BEST CARS, PROMPT SERVICE.

MODERATE PRICES.

RING UP THE FAMILIAR

977.

EARLIER TELEGRAMS.

GERMAN TRICKERY IN RUSSIA.

London, Oct. 10.

A British official message says: The Germano-Russians, attacking towards Riga on a front of thirty kilometres between Stoi and the coast, have occupied Schlock. German armoured cars and aeroplanes were used in attempting to bomb Riga. The attack was generally repulsed sanguinarily. Two German companies were cut up with machine guns. Fighting continues.

Another account declares that the enemy attacked repeatedly all night long in overwhelming numbers unsuccessfully. A state of siege is proclaimed in Riga where Anglo-French warships have cleared docks for action.

Helsingfors, Oct. 9.

The "Daily Mail" correspondent states that Bermond's advance guard of Germano-Russians occupied Riga in the morning. The extent of the fighting and composition of the troops is unknown. It is believed the assailants numbered ten thousand.

Berlin, Oct. 11.

The "Lokal-Anzeiger" in a message from Lihua says: After severe fighting in the marshes before Riga Bermond's forces yesterday morning captured the suburbs of Riga. This morning they captured Thorshorn by assault and occupied the Brina bridge.

London, Oct. 11.

General Bermond, not Bermond, is described in Berlin as the Generalissimo of the West Russian Volunteer Army but that that army is largely German is confirmed by an interview with Von der Goltz at Mitau published in Hamburg when he said only German soldiers who joined Bermond were remaining in Courland. He added they were now for-
eigners. No Government could recall at the Entente's orders.

Berlin, Oct. 11.

Bermond handed a note to the Entente representatives at Mitau on Oct. 9. He says as the head of the Russian Army in the Western Provinces, he concluded an agreement with the Commanders of German troops occupying the country guaranteeing a gradual withdrawal of their troops to Germany but that the Estonian troops violated the neutral zone and attacked his troops which were replacing German posts. He was therefore compelled to occupy a new line which will facilitate the advance against the Bolsheviks. He hopes the Allied powers will support him in accordance with the treaties concluded with "my country." Bermond has also sent a note to the German Government expressing "Russia's thanks for the indefatigable services German troops have rendered in saving the Russian border provinces from Bolshevism."

Copenhagen, Oct. 11.

A message from Riga says Bermond has proclaimed Courland and Mitau as belonging to the Russian Government and has assumed the title of Governor-General. He is supported by German Baltic Barons.

Reuter warns that the Lettish command, not Laidner, asked for Estonia's aid.

NATIONALISATION OF MINES.

London, Oct. 10.

Mr. Lloyd George, replying to Trade Union deputations in advocacy of nationalisation of mines, adhered to the policy announced in the House of Commons and declared that if the people were convinced the experiment should be tried they had got the constitutional machinery to carry it out. The Government had definitely decided that it could not undertake the State management of mines which would not save expense or increase output. Therefore the Government added by their proposals, namely, to buy out all owners' mining royalties, to nationalise coal deposits, improve the conditions of life of miners and give him an effective voice in conditions affecting his health, his safety in mines and the management of the whole business.

The deputations to the Premier were headed by Mr. Stuart Bunting and it included all the Miners' Executive, also Messrs. Smith, Bowerman, Will Thorne and others. There have been strong expressions of dissatisfaction at the nature of the Premier's reply and a great nationalisation propaganda is being planned.

WAR ECHOES.

Paris, Oct. 10.

A debate in the French Chamber led to sensational revelations regarding the failure of the French offensive in Champagne in April, 1917. M. Painleve, then Minister of War, told the Chamber that the Germans discovered the plans with the result that the offensive was smashed before reaching the Germans' second line. The French in ten days lost thirty-four thousand killed and thirty thousand wounded. Ex-Premier Briand dramatically intervened in the debate, declaring that on the authority of the British and French Governments General Neville took command of the Franco-British armies in January, 1917, and was entitled to give instructions to General Haig. What then happened is wrapped in obscurity but a Paris paper publishes a letter purported to be written by M. Briand to Mr. Lloyd George complaining of the "tendencies of Haig to evade instructions," thus rendering unity of command impossible.

PEACE TREATIES.

Paris, Oct. 10.

The Senate has unanimously adopted the Peace Treaty and the Anglo-American French Treaty.

EARLIER TELEGRAMS.

RACE SUICIDE.

London, Oct. 10.

Sir Rider Haggard, giving evidence before the National Birthrate Commission, dwelt on the dangers of artificially keeping down births which is now widespread in every Western nation, except, perhaps, Russia and Germany. He opined that unless a startling change happened the Western races within the next two centuries would be submerged beneath a great new influx from the teeming myriads of the East. He doubted the effectiveness of appealing to the conscience of the Empire to stop this race suicide, but thought the State might stamp out diseases tending to sterilize the race, also subsidize motherhood and, as a desperate ultimate resort, the State could directly or indirectly bring up all children even holding out a kind hand to those not born in wedlock.

SECRET ARMING.

Berlin, Oct. 10.

There were stormy scenes at the National Assembly when the Independent Socialist Hencke condemned the suppression of the Independent Socialist newspapers and made startling allegations that students' societies, ex-soldiers' societies, rifle clubs, gymnastic societies and farmers were receiving arms in large numbers which was a violation of the Peace Treaty. There were indignant shouts of "You are hounding the Entente soldiery against Germany." Herr Hencke retorted that he was speaking the truth. The Nationalist Heintz admitted that his party was striving to establish the Monarchy. Minister David reminded the House that the Monarchy had plunged Germany into deepest misery.

PROGRESS OF AVIATION.

Washington, Oct. 10.

In the Senate the Military Committee has recommended the additional appropriation of fifteen million dollars for army aircraft construction in connection with the establishment of air routes to Panama, Alaska and probably to Asia.

GLASGOW UNIVERSITY RECTORSHIP.

London, Oct. 10.

Mr. Bonar Law will be the Unionist and Mr. Bertrand Russell the Socialist candidate for the Rectorship of Glasgow University. The election takes place on the 25th inst.

COMMERCIAL NEWS.

TRADE OF VLADIVOSTOK.
The trade of the port of Vladivostok for the first half of the current year amounted to R.19,444,000, being an increase by R2,385,000 over the corresponding period of last year. The export of cereals during the same period was 1,366,000 poods, as against only 140,000 poods for the first half of the preceding year.

INTERNATIONAL FAIR.
A scheme is on foot for organising an International Exhibition at Lille in 1920, grouping together manufacturing, commercial, and technical elements interested in collaborating in the reconstruction of the devastated areas of North France. A good opportunity will thus be afforded for Allied trade to enter into direct contact with French buyers.

SIBERIAN AGRICULTURAL BANK.
It is expected that a financial medium under the style of the Siberian Agricultural Bank will be established on a share capital basis by the Siberian Dairyman's Union. One half of the shares of the proposed bank, according to intelligence from Omsk, will be subscribed to by the Union, and the other half by a number of U. S. bankers.

FOREIGN MINING ENTERPRISE IN CHINA.
Permission has been granted by the Government-General of Chosen for the establishment of the Asia Mining Company by Mr. John Longfield, Mr. T. L. Jeffcoat, and six other capitalists. The company aims at exploiting some mines in Chosen. It will have a capital of Y150,000 and will establish its main office at Seoul.

OIL FIELDS IN FORMOSA.
The Japanese Naval Office entrusted both the Japan Oil Co. and the Hoden Oil Co. towards the end of last year, with the tentative mining of the oil fields in Ako Prefecture, Formosa. The boring process proceeded down to the depth of 720 ft. in the case of the former Company and 840 ft. in the other case. Gas is already shooting up to the surface actively, giving an excellent hope.

NEW BUSINESS CORPORATIONS AT DAIREN.

From January up to September seventy-five new business corporations with headquarters at Dairen had been established, and the total capital is established at over eighty million yen. The capital of these corporations range from 100,000 yen to several million yen. A few of the above have not yet received the formal sanction of the authorities for their establishment.

COPPER MINES OF SIANGYANG.

A telegram has been received from a certain company reporting that copper of the best quality is to be found at Ting Cha Hao in the South West of Siang Yang. Mining operations are in the hands of the Deputy Munitions Officer, but financial difficulties have heretofore prevented the mines being worked. The officer has conferred with an English mining expert, who says that to start operations will cost \$3,000,000. It is hoped the work will be started under Sino-English auspices. Miners who have examined the mines are of the opinion that they would pay well.

ELECTRICITY FROM WATER POWER.

As the cost of coal increases the chances of electricity developed from water-power being able to compete successfully with that generated by steam become more favourable. An article which appears in the August issue of *The Times Engineering Supplement*, now published, discusses this question in the light of the present cost of constructing the works necessary for the utilization of water power in Scotland, and comes to the conclusion that hydro-electric power should be able to compete with coal at 15s. a ton. In that country it is considered that the total water power capable of economic development is equivalent to about 300,000 electrical horse power working continuously. This amount is much greater than the present output of all the Scottish supply undertakings, and if that output were produced by water instead of by steam it would mean the saving of nearly 2,000,000 tons of coal annually.

RUSSIAN TERRORISM.

STORIES BY FUGITIVES.

In a suite of rooms in the Russian Embassy, at Chesham-place, London, more than 100 ladies sit sewing day by day.

They are all refugees from Russia, and are either Russians or Englishwomen whose lives have been lived in Russia where they formed part of the British colony. They work from 10 o'clock to 5, and receive their lunch and tea and 6s. a day.

For this slender shield against the destitution which awaited them when they fled from the Bolshevik rule leaving all behind, they are indebted to Lady Georgina Buchanan, wife of Sir George Buchanan, the last British Ambassador to Russia.

In needlework, which they have learnt to do skilfully and artistically, they seek to forge their wrongs. And now the appointment of Sir George Buchanan as Ambassador at Rome threatens the withdrawal from these sad women of their protectress, and the loss of the work which means sustenance and comfort to them.

Recently a *Daily Chronicle* representative walked through the workrooms where women who once played their brilliant part in the sparkling social life of Petrograd in the old days were stitching and embroidering garments in all the blended colours which Russian peasants love, for the pleasure of English purchasers.

At one table was working a young girl, golden-haired and with the deep blue eyes of the fair Russian. Her face was marked with lines of tragedy, and under her eyes were deep shadows painted by days and nights of sorrow.

The *Daily Chronicle* representative asked for her history.

"She is a girl-widow, only 25 years old, and she had been married less than two years when her husband died in prison, where he had been thrown for the crime of being an Englishman," was the answer.

The young widow, who when she married Mr. Turner a well-known member of the English colony in Petrograd, was Miss Frida Lesman, daughter of an old Russian family, told the *Daily Chronicle* representative her story.

"I was married to my husband at the English church in Petrograd on July 17, 1917," she said.

"My husband was first taken from me and put in the fortress of Peter and Paul on August 10, 1918. The reason given was that he was an Englishman."

"Shortly after I also was taken to prison, but I was only there for 24 hours. It was 3 o'clock in the afternoon before we had anything to eat; then they gave us our only meal for the day, except some tea, which was so bad that we couldn't drink it. Our meal consisted of water, in which herrings had been cooked, and two pieces of black bread no bigger than my thumb."

"I was released, the guard giving me a blow on the back and telling me to get out quickly. The next day my baby was born. This little child was born dead."

"When I was let out my father was arrested. I went back to my own house, which had been taken over by the Red Guard. They took most of my furniture and jewellery. Fifteen soldiers were stationed in my house, and for the two small rooms which I was allowed to keep I was obliged to pay a rent of 270 roubles a month. Those soldiers played my piano and brought their friends into my house. Every time I was obliged to pass them to leave my house they mocked me."

"From time to time I had news of my husband. I learnt that towards the end of December, 1918, he had tried to escape with Mr. Rayner. He was transferred to another prison; and at the end of March of this year I was told that my husband was dead. They said he died of starvation, but I think he must have been killed. There were drops of blood on his head."

"I have not received my husband's will or papers, and I am without money."

ROUND-THE-WORLD AERIAL RACE.

The American Aeronautical Club announced the decision upon the proposed round-the-world aerial race. The prize of the race will be one million dollars and the aviators joining in the race may use either a biplane or a ship. The route of the race is either via Tokyo, Kamchatka and the Behring Sea or via Newfoundland, Greenland, Iceland, and Alaska. The Committee of the race will leave on a tour of inspection of the proposed routes in October.

NOTICES.

Reduced Prices
from October
15th.

Take
ADVANTAGE
of the
EXCHANGE
and re-tyre
with



Time to Re-tire?
(Buy Fisk)

FISK.

Covers.

Size	Non-Skid	Plain	Tubes
28" x 3"	\$18.50		\$4.75
30" x 3"	19.00		5.00
30" x 3 1/2"	23.00	\$21.50	5.25
32" x 3 1/2"	26.50	25.00	5.50
31" x 4"	36.00	34.50	6.00
32" x 4"	38.00	36.50	6.50
33" x 4"	39.00	37.50	7.00
34" x 4"	40.00	38.50	7.50

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HONGKONG TAILORING CO.
LADIES AND GENTS TAILORING
DRAPERS, &c.,

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HONGKONG.

TEL. 2880.



Your Car Is Judged
by Its Finish

If the finish is kept in good condition your friends think you have a dandy car—but if it is allowed to get dull and grimy—it gives a poor impression—no matter how good the car may be mechanically.

JOHNSON'S
Liquid
PREPARED WAX

Johnson's Prepared Wax is now being made in Liquid Form—it polishes instantly with but very little rubbing. You can go over a good sized car in half-an-hour. If the finish is stained, greasy or grimy, clean it first with Johnson's Cleaner—then polish with Johnson's Prepared Wax Liquid.

A Dust-Proof Auto Polish

Johnson's Liquid Prepared Wax imparts a hard, dry, glasslike polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up marks and scratches—prevents checking and cracking—sheds water—and prolongs the life of a "wash."

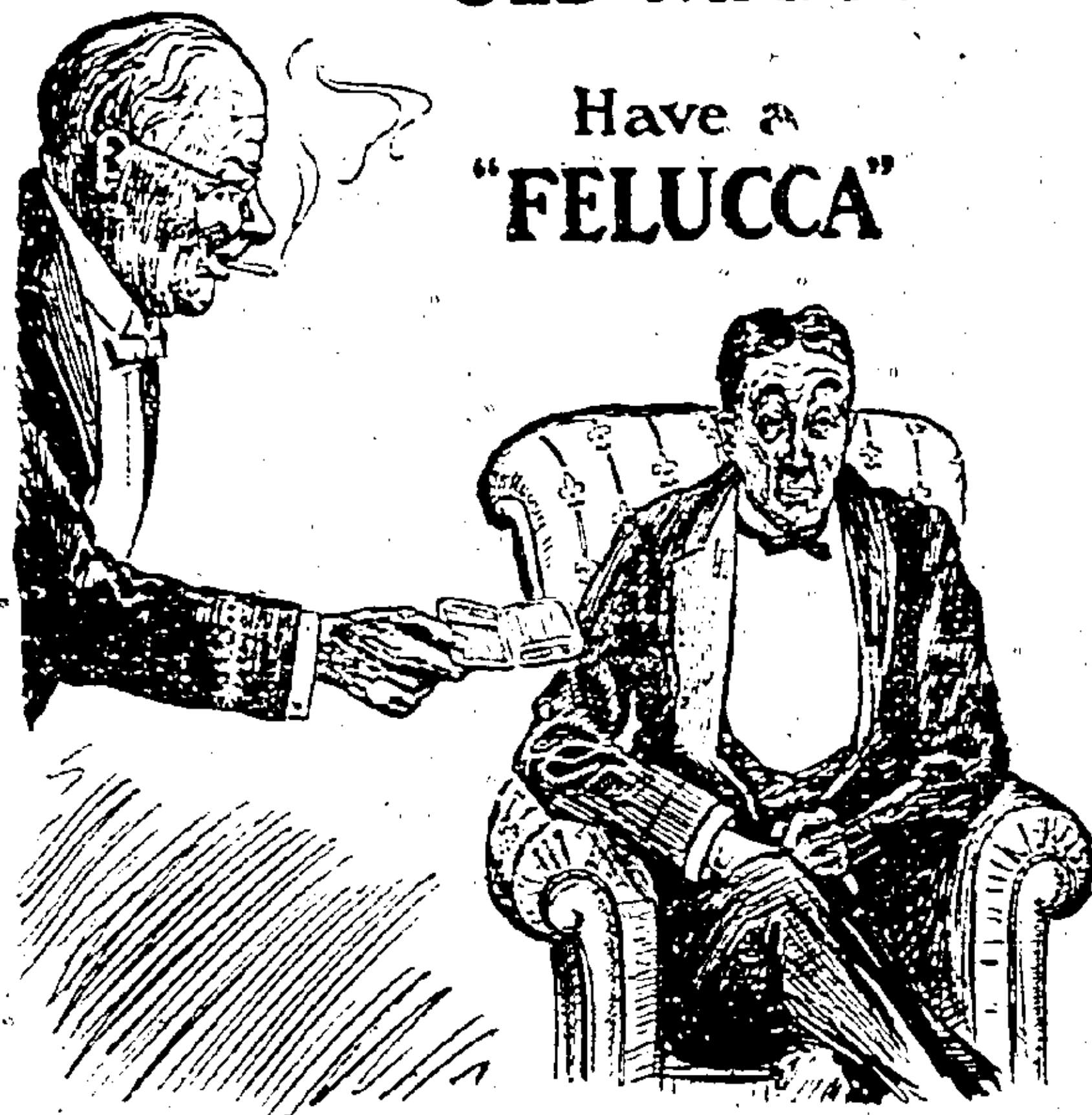
Splendid for Furniture

Johnson's Liquid Prepared Wax cleans and polishes with one operation. It will quickly and permanently remove that bluish, cloudy appearance from your Piano, Victrola, and Mahogany Furniture—just the polish and protection you need for your floors and linoleum.

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ORDINAL AGENCY,
LIMITED.
2 Queen's Buildings
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NOTICES.

DONT GROUSE
OLD MAN!

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

Do You Suffer from any
SKIN OR BLOOD DISEASE

itching Eczema, Scrofula, Bad Leg, Abscesses, Ulcers, Glandular Swellings, Boils, Pimples, Sores of any kind, Piles, Blood Poison, Rheumatism, Gout, etc. If you do not waste your time and money by using cheap imitations which cannot get below the surface of the skin, but what you want is a medicine that will thoroughly free the blood of the poisonous matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly absorb, remove, and expel from the blood all impurities from whatever cause arising, and by rendering it clean and pure can be relied on to effect a complete and lasting cure.

THE TRUE VALUE OF Clarke's Blood Mixture is evidenced by a most remarkable record of cures of all blood diseases from glandular impurities of all causes—patients who have been cured after trying many other treatments without success. Six papers of testimonials are sent on request. Clarke's Blood Mixture is pleasant to take and guaranteed harmless to the most delicate constitution of either sex. **REFUSE SUBSTITUTES.**

Clarke's
Blood
MixtureWILL CURE YOU
PERMANENTLY.

SHIPPING.

VESSELS ARRIVED.

The **HANG SANG**, (Capt. Holmwood) arrived this morning, from Shanghai and Swatow—Mooring, B 30.
Coal, to the extent of 3,800 tons was consigned to this port from Moji by the **SUI SANG**, (Capt. Fraser)—Mooring, B 29.
The **LOONG SANG**, (Capt. Hooker) came into port yesterday from Manila with 1,163 1/2 tons of sugar, consigned to Messrs. Jardine Matheson & Co.—Mooring, C 35.
The **ST. ALBANS**, (Capt. G. L. Smith, R.N.R.) arrived yesterday from Sydney with 30 tons of lead and copper and 1,700 tons of general cargo. Her agents are Messrs. Gibb, Livingston & Co.
The **PAOTING**, yesterday brought 150 labourers from Canton.—Mooring, C 43.
The **CORNELIA**, whose owners are Messrs. Ca roll Brothers, arrived yesterday afternoon with 100 tons of cargo from Swatow.—Mooring, Wharf.
The **HALDIS**, a Norwegian vessel, from Port Louis, Mauritius, came into port this morning with 800 tons of general cargo. She had 156 deck passengers on board. Her agents are Messrs. Thosson & Co.—Mooring, C 40.
The **KWONG TAI**, a Chinese owned boat, experienced bad weather on her way from Amoy. She consigned 800 tons of merchandise to this port.—Mooring, China Merchants Wharf.

DEPARTED.

The **s.s. LIENSHING**, (Capt. Corleone) sailed for Saigon at 3 p.m. yesterday with 300 tons of general cargo.
The **s.s. BESSIE DOLLAR**, (Capt. Marshall) sailed for Vancouver via Manila and Shanghai at 2 p.m. yesterday with 170 tons of general cargo.
The **s.s. KATORI MARU**, (Capt. Tozama) sailed for Seattle via Manila this morning with 2,000 tons of general cargo and 95 European passengers.
The **s.s. SUIYANG**, (Capt. Gibbs) sailed for Shanghai at noon to-day with 1,000 tons of general merchandise and 7 European passengers.
The **s.s. CHONGVA**, (Capt. Fletcher) left for Hongkong at 11 a.m. to-day with 200 tons of general cargo.
The **CHUSAN**, departed for Bangkok this morning with 500 tons of merchandise.
The **HSINCHANG**, sailed for Shanghai to-day with 1,000 tons of cargo.
The **QUINNEBAUG**, (Capt. Medina) left to-day for Foochow via Swatow with 1,200 tons of general cargo.

POST OFFICE.

INWARD MAILS.

Straits-Per **SHINGO MARU**, 14th Oct.
Shanghai-Per **WAKASA M.**, 15th Oct.
Shanghai & Japan-Per **SHIDZUOKA MARU**, 16th Oct.
Shanghai-Per **CHENAN**, 16th Oct.
Manila and Australia-Per **AKI MARU**, 17th Oct.
Straits-Per **TAMBA MARU**, 18th Oct.
Europe via Negapatam-Per **TOTOMI MARU**, 19th Oct.
Straits-Per **TOSAN MARU**, 20th Oct.
U.S.A., Canada and Manila-Per **EMPEROR OF JAPAN**, 22nd Oct.

METEOROLOGICAL.

Previous.
Day On date On date.
Barometer 29.90 29.95 29.6
Temperature 5 65 70
Humidity 77 85 82
Wind Direction E.N.E. N.E. N
Force 3 3 3
Weather Partly cloudy 0 0 0
Rain 0.33 0.00 0.01
Highest temperature on the 13th 75
Lowest " " " 14th 67
H.K. Observatory, Oct. 14 1919.
T. F. CLAXTON, Director.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Banks.		
H.K. & S. Banks	n.	\$670
Marine Insurances.		
Cantons	b.	440
North Chinas	b.	\$200
Unions	s.	215
Yangtzes	n.	270
Far Easterns	b.	23
Fire Insurances.		
China Fires	n.	138
H. K. Fires	b.	345
Shipping.		
Douglases	n.	82
Steamboats	n.	243 1/2
Indos (Pref.)	n.	32
Indos (Def.)	b. 191	s. 195
Shells	n.	185 1/2
Ferries	n.	34
Refineries.		
Sugars	n.	177
Malabons	n.	46
Mining.		
Kailans	b.	75 1/2
Langkats	b.	20
Shanghai Loans	b.	20
Shai Explorations	b.	2.10
Raubas	b.	38/9
Tronohs	b.	47/6
Ural Caspians	n.	111
Docks, Wharves, Godowns, &c.		
H.K. Wharves	b.	177
K. Docks	s.	191 1/2
Shai Docks	s.	829
N. Engineerings		
Lands, Hotels & Buildings.	n.	109 1/2
Centrals	n.	120
H.K. Hotels	n.	120
L. Invest.	b.	9 1/4
H. Hays Est.	b.	46
K. Loan Lands	n.	175
L. Reclamations	n.	90
Cotton Mills.		
Ewos	b.	\$380
Kung Yiks	b.	\$34
Lau Kung Mows	b.	\$240
Orientalis	n.	\$120
Shai Cottons	b.	\$250
Yangtzepeeps	b.	\$18
Miscellaneous.		
Cements	n.	7 1/2
China Borneos	n.	123 1/2
Do. Light	b. old 7 1/2 new 5 1/2	
China Providents	s.	83 1/2
Dairy Farms	s. 25 1/2 ex div.	
Electric H. K.	b. 80 s. 84	
Electric Macao	n.	34
Hongkong Ropes	b.	29 1/2
Hk. Tramways	s.	8 1/2
Peak Trams, old	s.	7
Do. new	n.	80 cts.
Steam Laundries	b.	3 1/4
Steel Foundries	b.	10
Water-boats	s.	15 1/2
Watsons	b.	6.10
Wm. Powell	b.	12
Wisemans	b.	29

Hongkong, Oct. 14, 1919.

WEATHER REPORT.

Oct. 14, 11h. 10m.—Warning to Hongkong, Plover, Coast, etc. from the North-east, 11h. 10m. 1919. E. breeze in direction of velocity unknown.

Oct. 14, 11h. 10m. No return from Vindavator, Whidbey, Japan or Formosa. Pressure has decreased slightly to moderately over the Philippines, and is expected at 11h. 10m. to be 29.5.

A depression, which may be a typhoon, is shown to the east of the Visayas. It is presently moving westward.

Fresh monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.05 inch. Total since January 1st, 71.09 inches against an average of 78.93 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock, N.E. winds, fresh; cloudy; 1st S.E. 1st S.W. 1st S.E. 1st S.W.

2 Formosa Channel, N.E. winds, strong.

3 South coast of China, b. 1 The same between H.K. and Amoy as 1.

4 South coast of China, b. 1 The same between H.K. and Amoy as 1.

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 14, 1919.

NOTICE.

MITSUBISHI SHOUJI
KAISHA, LTD.

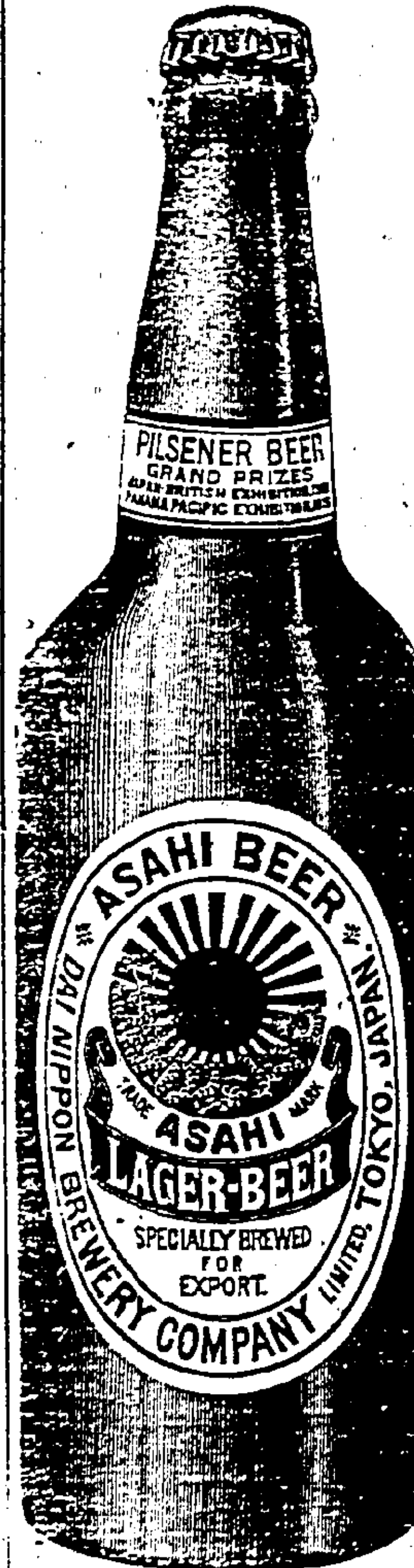
MITSUBISHI TRADING CO.
COAL, GENERAL IMPORTS AND
EXPORTS.
SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTABE, KISHIDAKEI,
YOSHIMOTO, MOJO, NAMAZU, SAYO,
KANADA, SHIMIZU, MATSUMOTO, BISA,
AND OTSUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.
BRANCHES AND REPRESENTATIVES—
NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address—
Hongkong—"IWASAKI"
Canton, Haiphong—"IWASAKISAL."
Codes—A1, A.B.C. 5TH ED., Western Union and Bentley's AGENCY FOR THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to—
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No. 11, Pedder Street, Hongkong.

ASAHI BEER



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Mitsui Bussan Kaisha.

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1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL, Manager.

ENTERTAINMENTS.

THE
VICTORIA.

LAST NIGHT

"TODD OF THE TIMES"

WITH FRANK KEENAN, AMERICA'S
GREATEST ACTOR, IN PRINCIPAL
ROLE.

HAROLD LLOYD

IN
"BILLY BLAZES, Esq."

THE

TEL. NO. 1743. **CORONET** TEL. NO. 1743.

To-night AT 6 & 9.15 P.M. To-night

PARAMOUNT ART CRAFTS BIG
PRODUCTION

"SPORTING LIFE"

IN 7 PARTS.

Usual Prices. Booking at ROBINSON'S.

HOTELS.

HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

KINGSLERE HOTEL MID-LEVEL

CRAIGIEBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents

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